The SIGNALMAN'S Journal

ConRail's signal training facility is in full operation at Columbus, Ohio

APRIL, 1977

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The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

4 Chamberlain's Message: Cooperation in signal training
6 News
8 ConRail's signal school is operational
11 Signalmen and ConRail sign signal training agreement
22 RLEA urges Congress to spend $75 million on safety
24 Personal Aids & News: How to get a supplemental annuity
26 Sidney Margolius: Facts to know about smoke detectors
28 FELA attorneys listed
29 News About Members
32 Obituaries
33 News from Canada
37 The Signalman's Store
38 Signalman's Worksheet: Coded track circuits

COVER: ConRail's new signal training facility is located at Columbus, Ohio, central to the entire rail system. Students learn the practical side of wiring and setting up track circuits.

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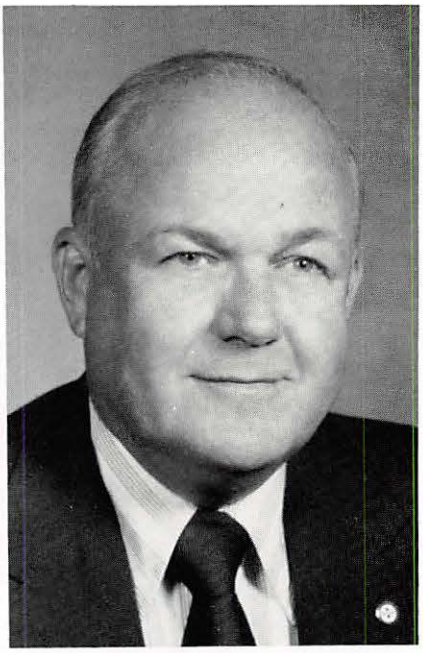
Chamberlain's Message



Labor-management cooperation made ConRail's signal school

On March 2, I had the privilege of visiting ConRail's signal training school at Columbus, Ohio. The school and training program are the result of excellent cooperation between labor and management, both seeking the same goal; namely, a well trained signal maintenance force.

Much credit goes to Ed Jordan, chief executive officer, Dick Spence, president, and Ben Gordon, chief engineer, for their foresightedness and support for this technical training facility, and General Chairman Bernie Britcher and Vice President Joe Walsh, who worked very closely with ConRail's vice president Al Egbers and Harvey Alexander, chief engineer communications and signals, in consummating the agreement. This remarkable facility was developed in a very short time considering that ConRail came into existence on April 1, 1976, and a training agreement was signed by the Signalmen and ConRail on December 14, 1976.

All are to be congratulated on this fine accomplishment in such a relatively short time. The signal training agreement took effect January 3, 1977, and the third class was in session when we attended dedication ceremonies on March 2.

About 800 new signal employes are expected to attend the school where they will be taught the basic fundamentals of signaling. Each of the trainees will attend four 10-day classroom sessions, one for each of the 130 day training periods.

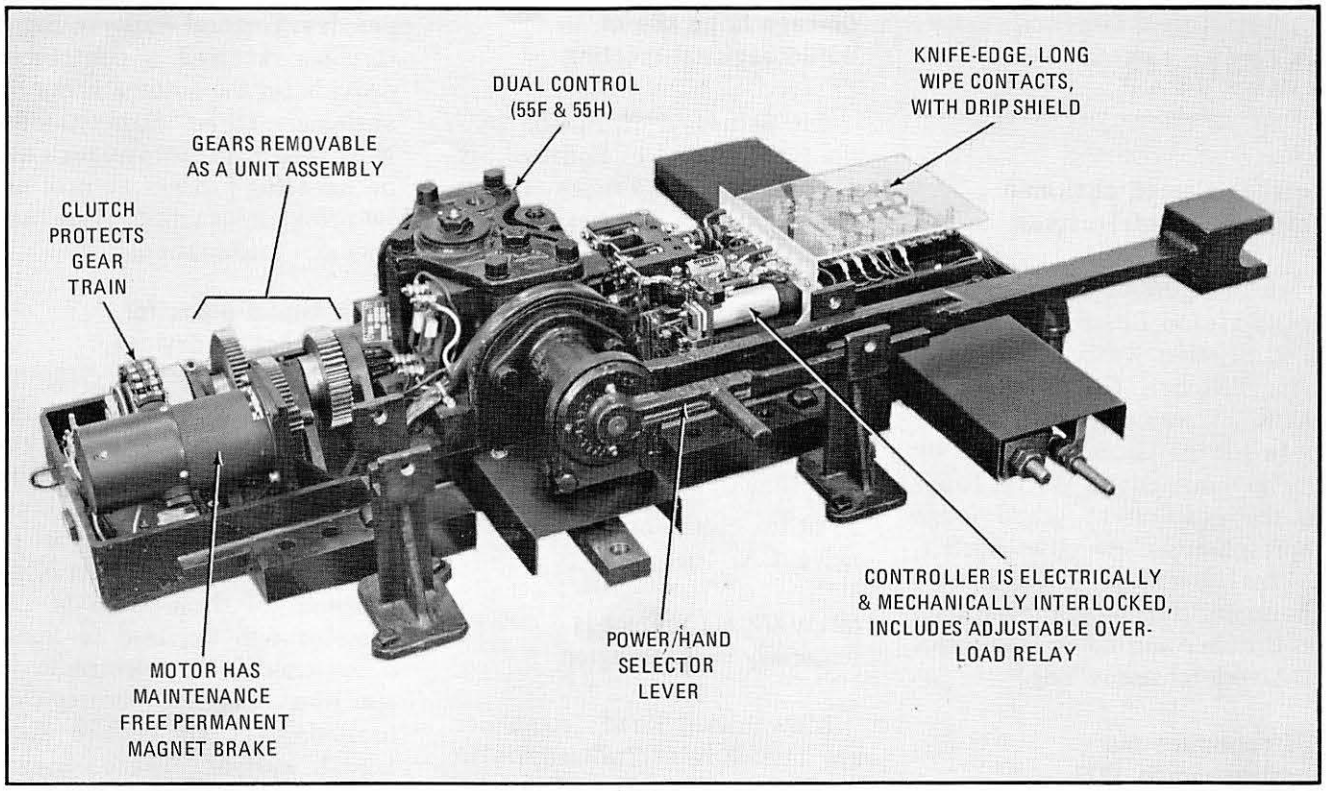
To obtain as wide an understanding as possible of the importance of the school and its impact on signaling, ConRail's invited guests included the full time officers of the ConRail general committee of the Brotherhood of Railroad Signalmen, ConRail regional general managers, chief engineers and communication and signal engineers. The carrier officials who are intimately concerned with signaling in their daily operations were able to see firsthand how their new signal employes are being trained.

The day was particularly significant in that operating and engineering personnel, as well as labor officials, were able to see the school, talk to students and exchange ideas. It was a most rewarding experience.

The Brotherhood of Railroad Signalmen is proud of the part our officers played in making this school possible and will continue to play a key role in making it successful. I can say without fear of contradiction, that there is evidence of a new "esprit de corps" on ConRail that hopefully will permeate not only all ConRail signal and communication employes, but all other 94,000 employes as well.

All of the students we met exhibited an enthusiasm for the school and the training program that was both refreshing and encouraging.

There is no question that progress has been made on ConRail which reaffirms our optimism over its future and continued success. As far as signalmen are concerned, ConRail has taken a giant step forward with this school and signal training program. Congratulations on this effort are in order and we can assure those responsible that they have our wholehearted continued support and cooperation.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3640

News

Britcher elected chairman Grand Board of Trustees

At an April 1 meeting of the BofRS Grand Board of Trustees, B. E. Britcher was elected chairman. Britcher, ConRail general chairman, was appointed a trustee to fill the vacancy created by the appointment of W. W. Lauer to the position of grand lodge representative, effective April 1, 1977. Lauer had been trustee chairman. (For biographical data on Britcher and Lauer, see pages 26-27, March issue TSJ.)

BN continues ctc construction in 1977

Centralized traffic control will be extended 32 miles between Bradshaw and Grand Island, NE and another 219 miles are programmed for the rest of this year. Completion of this year's program will provide 597 road miles of ctc between Lincoln and Gillette. This is all on the line between the new coal fields in Gillette, WY and the Nebraska main line. A 95-mile segment between Lincoln and Grand Island has been equipped with ctc and another 15 miles has been completed to Joder, 71 miles west of Alliance. At the end of last year BN had 4,850 track miles of ctc.

Pittsburgh will be site of BofRS regional meeting

Saturday, September 17, 1977 will be a day of interest to all members of the Brotherhood of Railroad Signalmen in the Pittsburgh, PA. area. On that day a regional meeting will be held. The meeting will be held at the Sheraton Inn-Airport, located at 1160 Thorn Run Road Extension, Coraopolis, PA.

Chicago to be site of BofRS regional meeting

On Saturday, April 30, 1977, the Brotherhood of Railroad Signalmen will hold a regional meeting at the Pick Congress hotel in Chicago, IL.

Los Angeles to be site of Signalmen's meeting

A regional meeting of the Brotherhood of Railroad Signalmen will be held Saturday, May 14 at the Hilton hotel in Los Angeles, CA.

MILW-UP ctc project is underway in Washington

Milwaukee Road signalmen are installing centralized traffic control on 26.3 miles of line between Tacoma Jct. and Black River Jct., WA over which both MILW and Union Pacific trains operate. MILW operates the line, but it is jointly owned by MILW and UP.

Santa Fe plans signal projects during 1977

Santa Fe is planning to install 67 miles of centralized traffic control under its 1977 capital improvement program. Also to be installed this year will be 150 units of grade crossing warning devices.

Southern begins work on $40 million yard

A 46-track classification yard is to be constructed by Southern Railway at Linwood, NC. Grading is now underway on this $40 million project which is to be completed by June 1978. Minicomputers at the yard will control cars and locomotive speeds during humping and help operators keep track of every car in the yard at all times. The yard is designed to classify 3,000 cars per day. General Railway Signal Co. has received a contract to provide for the automatic control systems. Three Data General Nova/210 minicomputers will be used for process control and two Nova/830s will provide management information.

Rock Island plans for 107 inspection devices

Chicago, Rock Island & Pacific has applied to the Federal Railroad Administration for assistance in selling to the United States trustee certificates in the amount of $8 million. Part of the proceeds of these sales of certificates will be used to install a system of 107 electronic inspection devices strategically located over the entire Rock Island system. These devices will alert train dispatchers at Des Moines, IA or El Reno, OK, of overheated journals and dragging equipment.

Look for the Union Label

It's a fact. Where unions are strong people are better paid, work under better conditions and enjoy more job security compared to many of their non-union neighbors.

Just as "the price of liberty is eternal vigilance," it's the duty of all union men and women to see that those hard-won rights and privileges we enjoy today are not lost through the sheer apathy of those of us who have it a lot easier today than it was for those dedicated trade unionists who paved the way for us.

UP to install 115 miles of ctc in '77

Union Pacific is planning to construct 115 miles of centralized traffic control on mainline trackage in 1977. Also, work will continue on the construction of the 32-track automatic retarder classification yard at Hinkle, OR.

Mother's Day is May 8th.

So remember what every mother deserves: something nice with the union label.

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(Anything without it is either non-union or non-American.)

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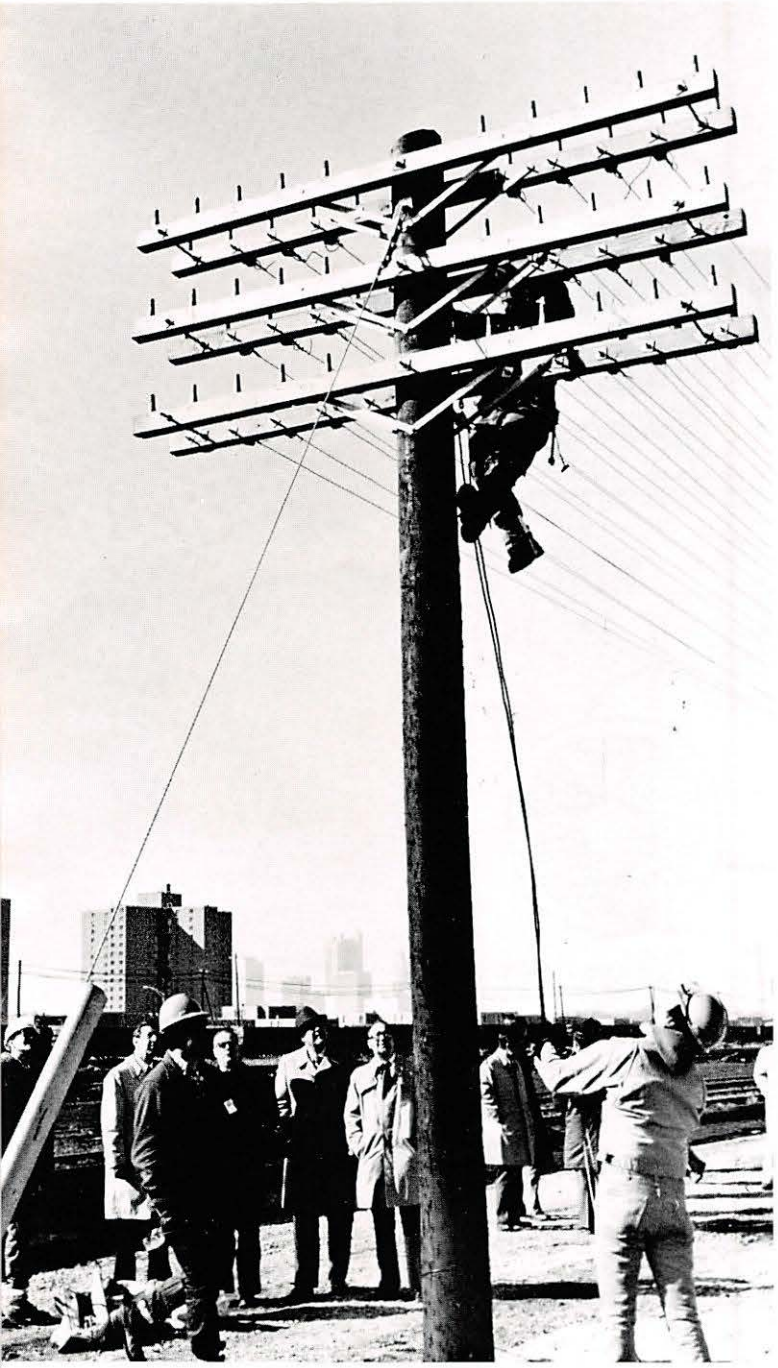
ConRail's signal school is in



Pole line construction and maintenance are taught in the first period of the signal training program.

Much has been done in the past year to improve ConRail's operations, but one outstanding achievement was the creation of a communication and signal training facility at Columbus, Ohio. The school meets the immediate need to provide skilled signal maintenance forces from some 800 new employees hired since the creation of Consolidated Rail Corporation on April 1, 1976. For the longer range, the training facility will provide a continuing educational program for veteran signal employees and supervisory personnel.

Much of the credit goes to the fine cooperation of the Brotherhood of Railroad Signalmen and ConRail engineering and signal officers with the strong support of top management.

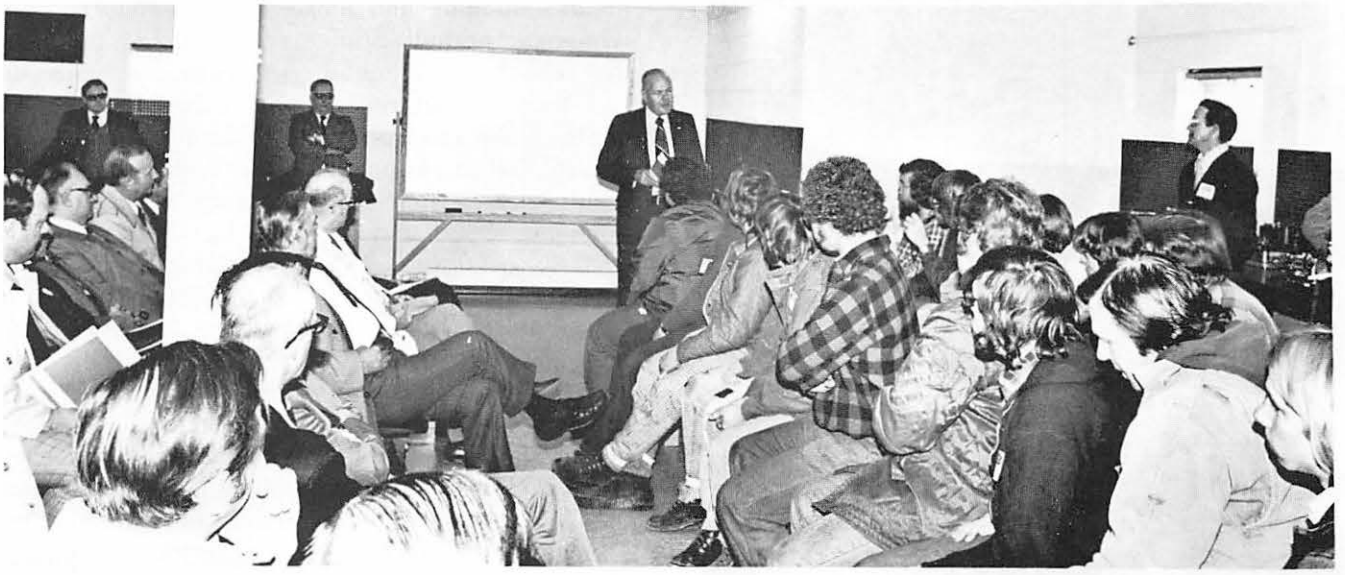
There is no doubt that everyone pitched in to produce the signal training agreement, school and program in a very short time. The training agreement was worked out by General Chairman Bernard E. Britcher and Vice President Joseph W. Walsh, representing the Brotherhood, and Alvin E. Egbers, vice president labor relations, and Joseph R. Walsh, senior director labor relations representing ConRail. The agreement was signed on December 14, 1976 and became effective January 3, 1977.

The training program covers two years, broken into four periods of about six months each—specifically four 130 8-hour days. Each trainee will attend the school at Columbus for 10 classroom days during each period. When not in the classroom, he will receive on-the-job training, which may require him to move to different locations on his seniority district enabling him to work with various types of signal equipment and systems.

Trainees are employees in training for the position of signalman or signal maintainer. The signal trainee is included in the assistant signalman/assistant signal maintainer classification. All helpers and assistants hired by ConRail (on or after April 1, 1976) will be required to complete the training program. Employees holding positions higher than assistants also hired after April 1, 1976 will be required to attend the classroom instruction periods. When not attending classes, these higher-rated employees will work their regularly assigned positions.

All who participate in the program will be required to pass examinations held at the end of each classroom period. A passing grade is 70%.

full operation



President Chamberlain (standing center) tells students that the school provides a golden opportunity for them to learn.

ConRail signal school is dedicated

No time was lost in getting the ConRail communication and signal training facility at Columbus, Ohio into operation. By the time of official dedication, March 2, 1977, the third training classes were in session. The dedication provided an opportunity for ConRail officials and Brotherhood of Railroad Signalmen officers and the BofRS ConRail general committee officers to visit the signal training facility.

Speaking to the students, President C. J. Chamberlain of the Signalmen said: "This is a golden opportunity for you because it will give you a good start in your career. Apply yourself and you will become a special breed of well-trained signalmen. I wish you well. Let management know your thoughts. Be constructively critical. ConRail has a most willing and cooperative management. You can be proud that you are an important part of ConRail."

"We have had excellent cooperation from Al Egbers, vice president labor relations, and Ben Gordon, chief engineering officer. Also, the staff of the school, Don Geist, Norm Eveland and Chuck Holsten, have been most helpful," said J. W. Walsh, BofRS, vice president.

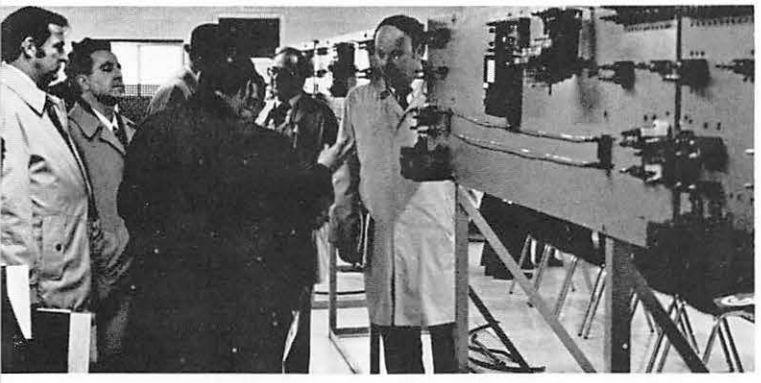
"There is a true need for training. When you and our other trainees have completed this program, we will have the best group of trained signalmen in the country," said Ben J. Gordon, ConRail's chief engineering officer. "This school is for you, take advantage of it and the training provided. Much thanks go to Charles J. Chamberlain and the Brotherhood of Railroad Signalmen for their fine cooperation in developing the training agreement and in setting up the school," Gordon told trainees assembled in the demonstration room for dedication ceremonies.

Grant Robbins, ConRail general manager, Southern region, urged the students to "take advantage of the school and the training provided by the two-year program."

A tour of the school and the nearby signal shop was arranged for Signalmen and ConRail officers. BofRS ConRail general committee members attending the dedication included B. E. Britcher, general chairman; Don Murphy, general secretary; Willis Abner, assistant general chairman; Howard W. Ahrens, assistant general chairman; and Richard J. Szprygada, assistant general chairman. In addition to ConRail officers mentioned earlier, Harvey Alexander, chief engineer communications and signals; and James A. Early, system engineer communication and signal maintenance, were present. Also, invited were ConRail's managers, and chief engineers from all eight operating regions.

B. J. Gordon (left), chief engineering officer, ConRail, and C. J. Chamberlain (second from left), BofRS president, listen to Scott Brockbrader, signal trainee of CR local 10, describe his experiences at the pole line construction training area. Jerry Havrilla (far right) of local 30 listens.

A. E. Egbers (left), CR vice president labor relations, and C. J. Chamberlain, BofRS (right) listen as Dave McIntyre of local 109 explains the use of pole climbing apparatus.



B. E. Britcher (far left), CR general chairman, visits the school's demonstration room where track circuit equipment panels are located. Students learn to wire circuits as well as set up and test out the circuits at these panels.

Additionally, trainees receive wage increases as they progress through the program. Pre-training wage for trainees is $5.91 per hour which rises to $6.20 per hour for the fourth period of 130 8-hour days.

ConRail pays not only wages during the classroom periods, but transportation to and from Columbus, lodging and meals at Columbus for the two-week period. Students are bussed between the school and a motel. All textbooks, manuals and training materials are furnished to the students. When the trainee or student is in the field and rotated to various positions within his seniority district, certain expenses such as transportation and meals may be paid by ConRail under specific conditions. The agreement (printed as part of this article, spells out the details). When a trainee is required by management to travel more than 20 miles from his assigned headquarters on one of these rotating positions he will be paid travel time. In some instances, ConRail may provide transportation. Lodging and meal expenses will be allowed when the trainee is assigned more than 50 miles from assigned headquarters.

Trainees are brought into the school in groups of 30 and split into two classes of 15 each. Each class is taught by an instructor who had the practical experience of working up through the ranks from helper through signal maintainer to supervisor. Thus, instructors Norman Eveland and Charles Holsten not only have the technical knowledge but the experience as a signalman to be in a position to relate to their students about signal work. Even the short visit made by The Signalman's Journal on dedication day of March 2, 1977, revealed that there was good rapport between students and instructors. Each training period at school lasts two weeks.

Period 1 of training has one week or five days devoted to pole line construction and maintenance. The other week is devoted to signal training.

Period 2 covers railroad rules and standards and an introduction to railroad signaling. Nomenclature and interpretation and reading of circuit plans are covered. Fundamentals of electricity is taught, including the use of meters. Basic track circuits and basic signal circuits are taught in this period. Relay application and construction, batteries and rectifiers complete the subjects taught in this period.

Period 3 deals with energy distribution, trouble shooting and light signals. Rail-highway grade crossing devices including gate mechanisms are taught in this period. Emphasis is also placed on switch circuit controllers, power-operated switch machines and electric switch locks. The programmed learning text on fundamentals of electricity is continued in this period of instruction.

Period 4 concentrates on systems such as automatic block signaling, centralized traffic control, and interlockings. Code control so important in ctc and interlockings is a subject for instruction. At this final classroom instruction period, signal maintenance including FRA RS&I tests are taught to the trainees. A programmed learning course in the fundamentals of electronics is used in this fourth period of classroom work.

Manuals are being prepared for the second, third and fourth training periods. They will describe in detail the various signal devices and systems and work procedures to be used in construction and maintenance. Programmed learning texts will be used for teaching the fundamentals of electricity and electronics. Supplementing this material will be the signal apprentice training texts of the Brotherhood of Railroad Signalmen, which will be given to each student.

The first day of Period 1 for all students or trainees starts with an introduction to the training center which covers the subjects to be taught and the employee's responsibility to the company.

CONRAIL

BROTHERHOOD OF RAILROAD SIGNALMEN · FOUNDED 1901 · AFL-CIO-CLC

Period 1 pole line construction training consists of the following:

First Day—General discussion of safety as regards pole line construction; pole climbers handbook; film presentation covering climbing and working on poles; climbing tools including body belt, pole climbers, and safety belt; practice climbing on short training pole and 25 ft. poles. Students are taught on the short (10-15 ft.) practice poles to give them confidence before climbing the taller poles. There are no crossarms on these poles. One exercise for the students is to climb to the top of these short poles and while held in place by the safety belt and standing at the top, they toss a

Signalmen and ConRail sign training agreement

Below is the signal training agreement between Consolidated Rail Corporation and its employees represented by the Brotherhood of Railroad Signalmen. It was signed on December 14, 1976 at Philadelphia, PA. J. R. Walsh, senior director labor relations, signed for ConRail. BofRS representatives who signed the agreement were: General Chairmen B. E. Britcher, Stephen J. Muzi, Arthur W. Richards, W. P. Glavey and Carl T. Heitzman; and Vice President J. W. Walsh.

Material in italics are interpretations of various parts of the agreement made by General Chairman Britcher on December 27, 1976.

IT IS AGREED:

The purpose of this agreement is to establish an education and training program consistent with Section 506 of the Regional Rail Reorganization Act, as amended, in order to provide an adequate number of skilled employees to perform the work accruing to Signal Department employees. Employees participating in the training program pursuant to this agreement will be classified as Signal Trainees.

Trainees will fall into three categories.

(1) Those hired prior to April 1, 1976.

(2) Those hired after April 1, 1976 but prior to December 14, 1976.

(3) Those hired after December 14, 1976.

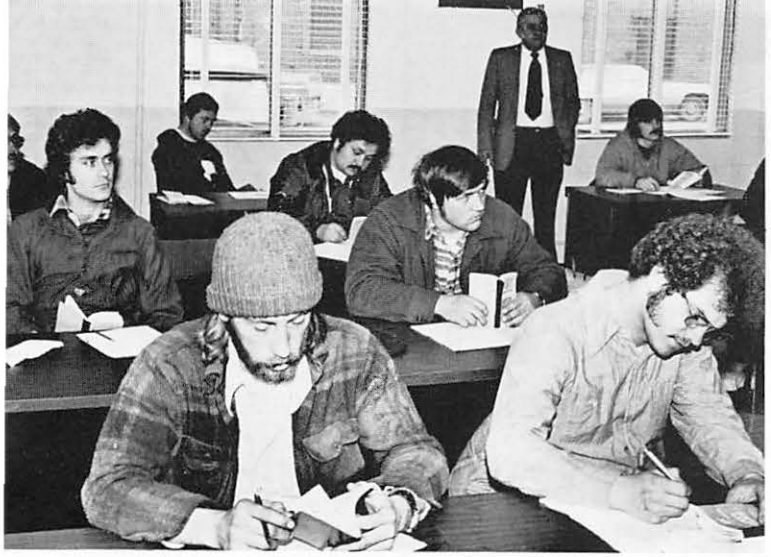
I PARTICIPANTS

A. Individuals entering the service of the Carrier subsequent to the date of this agreement as Signal Helpers (other than summer employees) shall be given an examination. The examination will be administered uniformly and grading will be based on uniform standards. If retained in the service after their probationary period expires, they will be required to participate in the training program and they will assume the status of Signal Trainees. Their seniority date as Signal Trainees will be the date their pay starts in the Trainee/Assistant class.

B. A Signal Trainee will be classified as an employee in training for a position of Signalman or Signal Maintainer. He will work with and under the direction of a Signalman, Signal Maintainer, Signal Foreman or Signal Inspector performing work generally recognized as signal work and subject to the training program.

C. The number of such Signal Trainees on a seniority district shall be consistent with the requirements of the service. Nothing in this agreement shall be construed as requiring the establishment or retention of any position of Signal Trainee, nor will Signal Trainees be used to take the place of Signalmen or Signal Maintainers.

D. Employees entering the service as Helper will be required to sign a statement to the effect



Shown here in one of the classrooms are (left row, front to rear): Roger A. Roberts, local 112; Gary Nowicki, local 40; and Robert A. Woody, local 30. Right row, front to rear, are: James W. Kart, local 73; David McIntyre, local 109; Jerome "Jerry" E. Havrilla, local 30; and Francis T. "Tip" Hunter, local 79. Standing in the rear is Willis Abner, assistant general chairman, BofRS, ConRail.

Others in the same classroom, shown here in left row, front to rear, are: Eric "Ric" N. Kutch, local 146; Rex L. Dalton, local 10; Michael C. Brahler, local 79; and Scott A. Bockbrader, local 10. Right row, front to rear, are: James W. "Bill" Helmick, local 82; Robert D. "Dan" Fowler, local 2; and Rex A. Wright, local 30.

ball from one to another. "In this manner they gain confidence in standing on poles with hooks and straps without holding on to the pole. Thus both hands are free for work," reports Donald Geist, ConRail's engineer of signal training and shops.

Second Day—Safety rules, film presentation on climbing and working on poles; materials needed for installation of crossarms; making up a double crossarm; practice climbing 25 ft. poles and conveyance of material from the ground to top of pole and vice-versa; proper use of hand line for handling crossing arms; and installation of crossarms.

Third Day—Safety rules; material needed for installing open line wire; material for dead ending wire; guy wires and anchors; making up guy wires and dead ends in school's demonstration room; tying open line wires.

Fourth Day covers pole line restoration. Subjects include safety rules; dead-ending of wires due to line prostrations; repairs to broken line wires and slack wires; working on or around power wires on repair jobs.

Fifth Day—Safety rules; erection of pole by hand; erection of pole with mechanized equipment; review of the previous four days; written test and a review of the test.

The following are covered in Period 1 on signal training:

First Day—Rules to be covered on day-to-day basis for work being performed; Book of Rules; time table information; purpose of signal department; installation of track wire and bonding; use and care of hand tools; and films on use of tools and safety.

Second Day—Safety rules; film on pliers and screwdrivers; cables covering identification, terminating and splicing.

Third Day—Safety rules; switches, types and operation, their installation; film on how to throw a switch; signals including types and their indications; and a film on wrenches.

Fourth Day—Safety rules; introduction to relays, batteries, rectifiers and transformers; introduction to track circuits including wiring of the basic track circuit.

Fifth Day—Safety, general discussion of previous four days work; completion of basic track circuit and checks involved; meter reading covering voltage, amperage and resistance; written test, grading and review of test.

In all this training period and following periods, students will see practical demonstrations by the instructors of what is to be done. Also the students will have the opportunity to work with equipment, test instruments, etc., to perform the work.

The one-story classroom building is well lighted, air conditioned, and spacious to house classrooms, offices, washrooms, and a demonstration room. Here signal equipment used on ConRail is located. Some equipment is mounted on casters or rollers so it can be moved to convenient places allowing students to see the units from all sides. Track circuit equipment is mounted on vertical plywood panels at about chest height to facilitate ease in wiring them, as well as for testing and trouble-shooting. These panels are mounted on casters so they can be moved aside to provide more room if needed.

The classrooms are equipped with blackboards, film projectors, screens and school-type chair-desks. Spacing is sufficient to enable easy access for the instructor to go to a student and give him individual help if required.

Training agreement was effective Jan. 3, 1977

that they fully understand that they will be required to participate in and pass established, appropriate examinations for each of the four 130 eight hour day periods of training before progressing to the next period or to a higher class. A grade of 70% will be considered as a passing grade.

E. The Signal Trainee will be included in the Assistant Signalman/Assistant Signal Maintainer class and will be identified on the roster by adding an asterisk next to his seniority number.

F. All Helpers and Assistants (having no seniority in higher classes) in service as such prior to the effective date of this Agreement who were hired on or after April 1, 1976 will be required to complete the training program outlined in this Agreement. All employees holding positions in classes higher than Assistant in service or having seniority as such prior to the effective date of this Agreement who were hired on or after April 1, 1976 will be required to attend the Classroom Instruction periods of the training program outlined herein. When not attending the Classroom Sessions, they will work their regularly assigned position.

Covers men hired after April 1 but prior to December 14, 1976. It is mandatory that anyone hired in this time period participate, but degree of participation is determined by their seniority status.

(1) Helpers or Assistants will be required to complete all phases of Training (classroom and field).

(2) All those holding higher positions or having seniority as such prior to the effective date of this agreement (1-3-77) will be required to attend classroom portion only.

G. Employees enrolled in the training program will, when possible, schedule their vacations so that they do not conflict with the classroom schedule.

II TRAINING PROGRAM

A. Signal/Trainee must complete four (4) periods, approximately six (6) months each, of 130 eight-hour days each, exclusive of any overtime, formal leave of absence, vacation or Military service which will establish four advancing levels of trainee proficiency. The program will combine classroom instruction, homework and on-the-job training and will cover all phases of signal work

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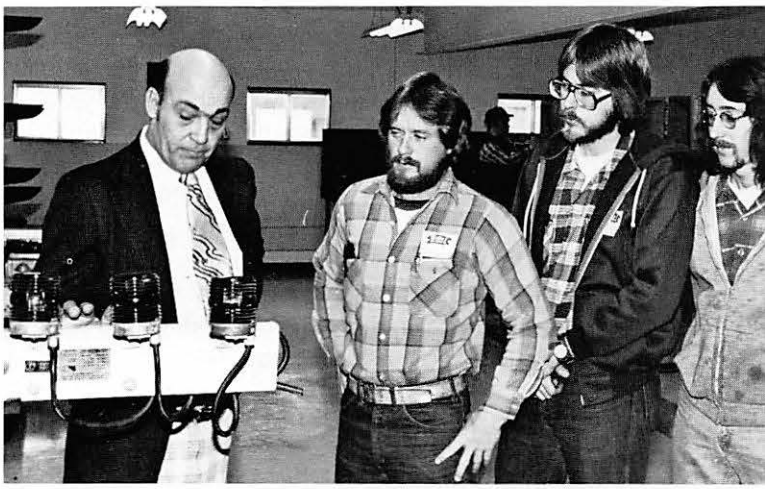
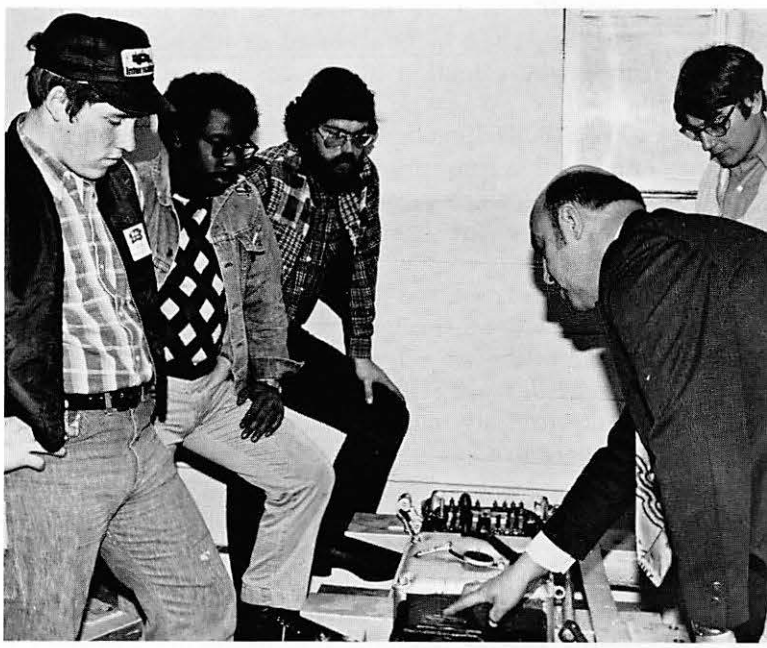


Signal instructor Charles Holsten points out features of a crossing gate arm to (left to right) Ronald D. "Dean" Basinger, local 73; Mark W. Stergar, local 15; and Michael L. Foster, local 15.



Shown here, left to right, students Wayne D. McCauley, local 2; Sterling L. King, local 79; James R. Rans, local 146; and Gary E. Johnson, local 10, listen as instructor Holsten describes features of a power switch machine.

for signal facilities utilized on ConRail property.

Complete program covers a two year period, broken into 4 periods of approximately 6 months for each period.

B. Each Signal/Trainee must complete a minimum of ten (10) eight-hour days of classroom instruction for each of the four (4) training periods, such classroom instruction being conducted at Columbus, Ohio. The ten (10) day sessions of classroom instruction per period may be scheduled for a two-week period of five (5) days and five (5) days; six (6) days and four (4) days; or four (4) days and six (6) days.

Each of the 4 periods entails a minimum of ten days classroom instruction at Columbus, Ohio and may be broken into two weeks of 5 and 5, 6 and 4, or 4 and 6 days. This was necessary to cover Holidays which fall on Monday or Friday and to get maximum use out of the training facility.

C. If possible, when arranging to utilize the training facilities, classes will not be scheduled on agreed upon holidays.

Provides some safeguards to keep the Carrier from abusing the provisions allowed in Paragraph B.

D. During the time employes are temporarily away from their regularly assigned positions on authorized classroom training sessions, the classroom site will be their recognized headquarters and they shall be considered as working with and under the direction of the designated instructors.

E. All participants in the program will be furnished the appropriate training material at the beginning of each period of training to enable them to prepare for examination for each period of training.

All the required training materials and documents will be furnished by the Carrier at no expense to the employe.

Provides all Trainees will be furnished appropriate training material at no cost, for each training period.

F. There will be a uniform examination for each training period, such examination to be restricted to material covered during that training period. This examination, to be given under the direction of the carrier may be a combination of written and oral questions as well as questions on practical situations with a 70% grade being required to pass the test. Organization representatives may be present to observe examinations, practical demonstrations or classroom sessions, if they desire. Examinations provided for in this agreement will be fair and impartial and employes taking these examinations will not be examined on matters with which they have not had an opportunity to become familiar through the study of training manuals and/or classroom coverage applicable to their status of training.

A test will be given at the end of each period, questions or practical demonstrations restricted to only material covered during that 6 month period. A Local Chairman can attend as an observer.

G. If an employe fails the first examination in any period, he will be given an opportunity within thirty (30) days after having been so notified to take the examination a second time.

Opportunity to take test second time, if fails first time.

H. An employee hired after the effective date of this Agreement who fails to pass a reexamination will forfeit all seniority and he will be considered as having resigned from the service.

Anyone hired January 3, 1977 or thereafter, who fails to pass test the second time will forfeit all seniority and resign from service.

I. An employee in service as Helper or Assistant on the effective date of this Agreement who was hired on or after April 1, 1976 who fails to pass a reexamination will be required to pass a practical demonstration test administered jointly by a representative of the Company and a representative of the union before he can be promoted to a higher class.

An employee who is a Helper or Assistant on January 3, 1977 but hired on or after April 1, 1976, who fails test a second time, will not continue in the program, but will continue working. His chance to obtain a higher class position that he may bid on in the future will be determined by his ability to pass a practical test dealing with the duties of the position he is bidding in. This test must be held with a union representative present. In most cases, this will be the Local Chairman.

J. An employee holding a position or having seniority in a class higher than Assistant on or prior to the effective date of this agreement who fails to pass a reexamination will not be required to participate further in this program. However, he may, at his option, receive the remaining training material and attend the remaining classroom sessions on the same basis as if he was continuing in the program. His failure to pass the reexamination will not bar his participation in specialized training as may be arranged from time to time by the

parties.

Is intended to cover those employees hired since April 1, 1976, who have already obtained seniority in a class higher than Helper or Assistant as of January 3, 1977.

K. Reexaminations will be given in the office of the employee's Supervisor during the employee's tour of duty and both the employee and the local union representative will be notified one week in advance of the date set.

Local Chairman will be notified of any reexamination and we strongly suggest he arrange to attend the reexamination.

L. Such reexaminations will be prepared at the Training Facility and will be given to the employee in a sealed envelope. When completed, he will place the reexamination papers in another envelope addressed to the Training Facility, seal it, and return it to the Supervisor or his representative.

This paragraph is intended to prevent the Local Supervisor from having anything to say or do in connection with the reexamination. The examinee will open the sealed envelope containing the test and upon completion will place in envelope, seal it and hand to Supervisor or representative for mailing to the Training facility where it will be graded by a classroom instructor.

M. Examinations and the grading of examinations will be agreed upon by the Chief Engineer-Communications and Signals and one General Chairman designated by the union either of whom may designate an individual to represent them.

Gives the organization a voice in the contents of the tests and grading of same. This to assure all Trainees fair and impartial handling of tests.

N. If classroom instruction is not made available to a Trainee during one of his 130 eight-hour day training periods, such employee will be compensated at the next higher step-rate upon completion of the 130 eight-hour days of actual service pending successful completion of the classroom instruction portion of the training period when available.

If for some reason, classroom instruction has not been provided during a 6-month period, all Trainees so affected will be stepped up to next highest rate.

O. Where, in this Agreement, reference has been made to 130 eight-hour days, such period will be considered 130 eight-hour days of compensated service.

P. An employee, other than a trainee, who is

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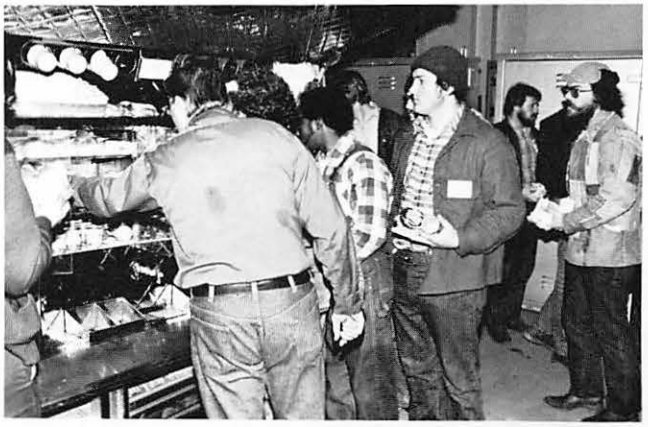


An industrial catering firm comes to the ConRail shop each noon where signal trainees get their lunch food and soft drinks, coffee and milk. Hot and cold sandwiches, as well as candy bars, potato chips, etc. are available. ConRail buys the trainee's lunches. The shop is adjacent to the school. Classes are from 8 a.m. until 4:30 p.m. with a 30 minute lunch break at noon.

Signal instructor Norman Eveland conducts classroom work as well as teaching practical methods in the equipment demonstration room and at the pole line construction and maintenance facility outside the classroom building. Each classroom is equipped with a blackboard (actually green) and a screen that can be pulled down for showing of slides or training movies.

Signal instructor Chuck Holsten talks about position-light signals as trainees (left to right) David M. Arsevich, local 2; Mark B. Parkinson, local 30; H. M. "Mitch" Hibschman, local 30; Steve Saunders, (kneeling in front), local 35; and John R. Bickley, local 2, listen and learn.

Switch machine operation is described by instructor Holsten to trainees (left to right) Joseph C. Ploski, local 40; Robert P. Zloba, Sr., local 30; Joseph M. Knisely, local 30; and Norman G. Umbstaetter, local 30.

entitled to exercise his seniority may displace a trainee and will thereby place himself at the headquarters location of the trainee but as an Assistant Signalman/Maintainer. A trainee entitled to exercise seniority may displace a junior trainee thereby assuming the headquarters of that trainee but without otherwise changing his standing in the trainee program. In reduction of force, the first jobs to be abolished will be trainee positions.

Due to up and down bumping and bidding rights granted under the Implementing Agreement, we had to make the provisions of paragraph P. If an employee other than Trainee displaces a Trainee, he assumes that headquarters, but becomes an Assistant Signalman not a Trainee and is not subject to provisions of this Agreement.

The Trainee so affected must displace a Junior Trainee and assumes those headquarters, but any time perviously credited to him in the program is not reduced.

Q. Except for employees who are to be trained in accordance with this agreement, no employees hired prior to April 1, 1976 will have their positions changed in any manner solely for the purpose of implementing this Agreement.

Concerning the employees hired prior to April 1, 1976, the intent of this paragraph is to assure that all such employees holding Helper's or Assistant Signalman positions, will not have their positions abolished to make room for a Trainee.

III RATES OF PAY

A. Participants will be allowed 8 hours at the straight time rate at their regular rate of pay for each day attending classroom training sessions.

B. The regular rate of pay for Signal Trainees accepted in the program will be as follows, subject to subsequent general wage increases:

Pre-training Signal Trainee .....$5.91 per hour
1st period of 130 eight hour days.. 5.95 per hour
2nd period of 130 eight hour days.. 6.05 per hour
3rd period of 130 eight hour days.. 6.10 per hour
4th period of 130 eight hour days.. 6.20 per hour

Rates shown include cost of living adjustment as of the date of agreement.

$5.91 is present Helper's rate. As soon as employee is put in Trainee program will receive pay for first period at $5.95. For each subsequent period, upgraded as shown.

C. Upon completion of the training program, the Trainee will be deemed qualified for promotion to Signalman. If no position is available in the Signalman/Signal Maintainer class in the seniority district, the Signal Trainee will receive an hourly rate of twenty five cents ($.25) above the highest assistant's rate of pay in the district until he is promoted to the Signalman/Maintainer class. He must take the first available position in the Signalman/Maintainer Class.

If two or more trainees on the same seniority district have finished the program, they may select, in the order of their Trainee/Assistant seniority the Signalman/Maintainer positions that are available to them. If available positions are not filled in this manner, the junior of the two or more trainees referred to who made no selection will be forced to take the position. Refusal of the junior trainee to take the position will result in forfeiture of his seniority and the next junior of the two or more trainees who made no selection will be forced to take the position. The above procedure will be followed until the position is filled or

there are no employees who can be forced to take the position.

Anyone completing program will be considered qualified for promotion to Signalman/Maintainer class. If no such position is available, will receive $.25 above $6.20 or $6.45 until promoted. If only one person has completed training within a seniority district, he must accept the first available Signalman/Maintainer job. If two or more have finished, but only one position is available, senior man may take or refuse the position. If he (senior) or other senior Trainees who have completed course refuse, the junior Trainee who has completed course must accept position, or he forfeits all Seniority. This procedure is followed then until someone accepts or there are no employees left in this status to take the position.

D. Employees in service on the effective date of this agreement will not have their rates of pay reduced by reason of their participation in this program.

Covers employees holding Maintainer positions will be paid the rate of position they hold by advertisement while being required to attend classroom instructions.

IV PROMOTION

A. Signal Trainees may be promoted in the order of their seniority to available permanent positions in the Signalman class prior to completing the training program provided they are the senior applicants and can qualify for such positions. Such employees will be required to complete the classroom portion of the training program.

Trainees can be promoted prior to completing the program, by seniority, if they can qualify. Those so promoted, will not be required to rotate, but will be required to complete rest of classroom instruction sessions.

B. A Signal Trainee who is promoted to a higher position out of seniority order in the accelerated training procedure, will establish a seniority date for all senior Signal Trainees in the same seniority district, who will take such date in seniority order ranking ahead of such accelerated employe after they have completed their training and have been promoted to Signalman/Signal Maintainer position.

Covers a junior Trainee qualifying, before completion of course, for a Maintainer position, ahead of a Senior Trainee. The junior man will establish a seniority date in the Maintainer class on first day he works job, but all senior Trainees who later complete training and are promoted to the Maintainer class, they will pick up this same date and rank ahead of the junior man originally promoted.

In other words, this is intended to prevent run arounds or for Supervisors to show favoritism to certain individuals.

C. A Signal Trainee promoted to a Signalman/Signal Maintainer position, establishing a seniority date for senior employees, may not be displaced by such senior employe at the time such senior employe successfully completes the training program until such time as the senior employe has been assigned to a bulletined position in a higher classification and has displacement rights.

Prevents senior trainee who has been run around from immediately displacing junior man, when senior Trainee completes course and is promoted. Once he (senior) has been promoted to a bulletined position, he then assumes seniority and displacement rights ahead of junior man from then on.

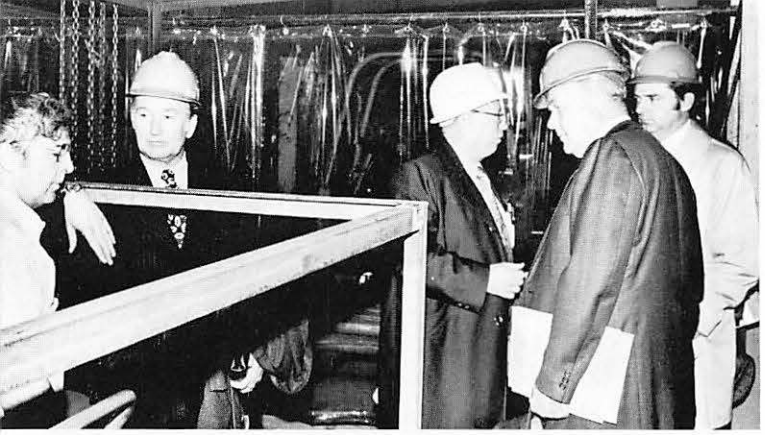
V EXPENSES

A. In connection with classroom instruction, the Company will arrange and pay for lodging facilities, where necessary, that will be of adequate quality and with the assignment of not more than two (2) employees to a room beginning on the night before the training classes begin, continuing throughout the time classes are in session. Employees who will not occupy such lodging facilities and employees who will not attend scheduled classroom sessions must notify the designated Instructor in advance.

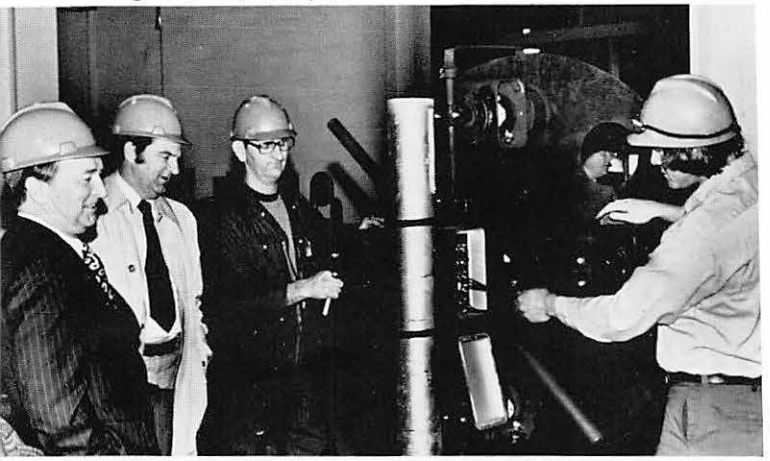
When attending two weeks classroom instruction at Columbus, all lodging will be paid by Carrier in accredited hotel/motel, not more than two to a room, with lodging available on the night before the first day of classes and continuing for the entire two-week period. If employees attending live within commuting distance and elect to commute, rather than stay, the instructor at the school should be told the first day of instruction. This later portion is intended to save the Carrier from paying for rooms which won't be used.

B. Transportation between the Company arranged place of lodging and the classroom facility will be made available by the Company.

Transportation will be provided between lodging



Following dedication of the signal training facility, BofRS and ConRail officers visited the signal shop. Here, C. F. "Fred" Brant, local 112, chats with J. W. Walsh, vice president, BofRS. At right are D. M. Geist, engineer C&S shop & training, CR; C. J. Chamberlin, president, BofRS; and B. E. Britcher, BofRS, general chairman, CR.



J. W. Walsh, vice president, and B. E. Britcher, CR general chairman, watch as Trevision "Trevy" D. Brunton, local 112, and T. "Terry" L. Potts, (far right) local 112, work on a position-light signal.

Marvin O. Darling, local 112, works at the relay repair and test bench as BofRS President C. J. Chamberlain watches.

location and classroom facility.

C. The Company will arrange for transportation and will reimburse the employees for meal expenses for travel from their headquarters to the lodging at the classroom training location and return. If transportation is not provided by the Company and personal transportation is authorized and used, mileage will be allowed for one round trip between the employee's regular headquarters and the lodging facility at the classroom training location.

Carrier will arrange and pay for transportation from their home to Columbus and return, either by air, train, bus, or in some cases by private autos.

Reimbursement will be made for meal expenses incurred in travel from home to Columbus and on return to home.

If private autos are used, will be reimbursed for one trip to and one trip return from regular headquarters to lodging facility at 15 cents per mile.

D. Employees in service on the effective date of this Agreement will be allowed eight (8) hours at their pro rata hourly rate for each of the four (4) classroom training sessions as compensation for travel and waiting time to and from the classroom training location.

Employees hired prior to January 3, 1977 but not those hired thereafter, will be paid an additional eight straight time hours, for each of the four classroom periods, as compensation for travel time, in getting to the training location and returning home.

E. Participants in the classroom training sessions staying in the lodging facilities provided by the Company will have all meals provided from the first day of the session up to the dinner meal on the last day of the session.

Anyone accepting lodging will have all meals paid for, from breakfast on first day to dinner (evening) meal on last day.

It is intended that all departures from Columbus will be prior to evening meal on last day. However, we have been assured that should circumstances prevent this, the evening meal will be covered.

F. Employees taking reexamination as provided in Paragraph II K above will be reimbursed for meals and transportation incident to taking such reexamination.

If transportation is by private auto, would be paid 15 cents per mile from headquarters to Supervisor's office and return, unless Carrier provided a truck or made other arrangements.

VI ROATION OF POSITIONS

A. Signal Trainees may be rotated to various work assignments within the Trainee's seniority district.

Trainees may be rotated and in all probability will be within the district.

B. Rotation schedules will be prepared at the beginning of the training program in the same manner as provided in Paragraph II M above.

The organization will have a voice in setting up rotating schedules.

C. Employees participating in the program but holding positions in Signalman/Maintainer Class or higher will not be rotated but will work their regularly assigned positions when not in the Classroom instruction sessions.

Employees holding Maintainer or higher class position, will not be subject to rotation, only to classroom portion of training program.

D. Trainees who are required at the direction of Management to travel more than 20 miles from their assigned headquarters on account of being rotated will be paid travel time at their pro rata rate including waiting time enroute but not to exceed eight hours in any given day. Such employees must report at the fixed starting time and leave at the fixed release time.

"Assigned" headquarters is intended to be the one held when first entering the program. If other rotating headquarters are set up in the district more than 20 miles away from the "assigned" headquarters, the trainee must report to the headquarters subject to his rotation schedule, by the fixed starting time and quit from there at the fixed quitting time, but will be paid the amount of time at the straight time rate, it takes him to go from his "assigned" headquarters to his rotating headquarters and returning to his "assigned" headquarters at night.

The following is an example: Assigned Headquarters—Pittsburgh, Pa. Rotating Headquarters—Johnstown, Pa. Distance between the two is 45 miles. Must report to Johnstown by 7 a.m. and quit from there at 3:30 p.m. Travel time to drive this 45 miles is one hour.

Would be paid one hour in morning and one hour at night for each day. Or if it required two hours each way, you would get four hours at straight time rate, but in no case could anyone be paid more than eight hours a day for travel time.

This travel time provision is intended to provide for most rotating headquarters to be set up within a 20 mile radius.

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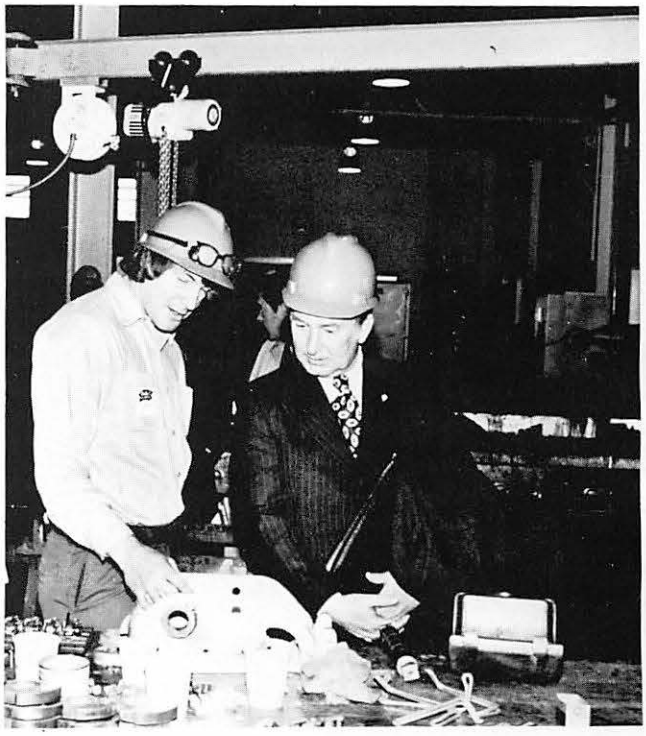

Terry Potts, local 112, shows J. W. Walsh, BofRS, vice president, work being done on switch circuit controllers.

E. Lodging and meal expenses will be allowed when assigned more than 50 miles from assigned headquarters within the seniority district. When assigned more than 20 miles from assigned headquarters, the company will provide transportation or may allow the established mileage rate for highway miles travelled between the Trainee's assigned headquarters and the work location to which he is being rotated.

If rotating headquarters is over 50 miles, employee has option of travelling, or staying. If staying, lodging and meals will be paid.

Also, if rotating headquarters is over 20 miles from assigned headquarters, the Carrier will either provide company truck or pay 15 cents a mile for private auto.

VII TERMINATION

A. This Agreement becomes effective January 3, 1977 and may be terminated by either party giving one year advance notice in writing to the other party. However, this will not prevent the parties from agreeing on amendments or modifications without necessitating such notice.

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The Model 75 gate mechanism is light in weight. A full 125 pounds lighter than the lightest competitive models. It can be installed by two men. Easily.

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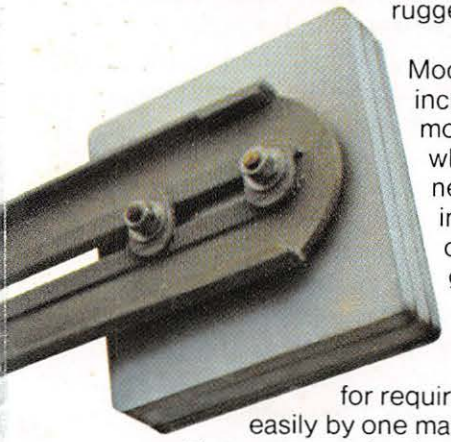

Primary features of the Model 75 gate mechanism include a permanent magnet motor that cannot be damaged when stalled, an electromagnetic device to hold the gate in the clear position and the capability to handle wood gates up to 40' as well as WABCO break-away aluminum gates.

The torque adjustments for required arm length can be made easily by one man.

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RLEA supports crossing safety $

Financing for elimination of hazards at grade crossings should be funded to the extent of $75 million for the current fiscal year according to C. J. Chamberlain, chairman, Railway Labor Executives' Association. His statement submitted to the Transportation Subcommittee on Appropriations of the U.S. Senate on March 9, 1977, is excerpted below:

The Railway Labor Executives' Association, on whose behalf this statement is submitted to the Subcommittee on Appropriations of the United States Senate, has steadfastly and consistently supported all legislation and programs promoting railway-highway crossing safety. We refer, of course, in the context of the proceedings before this Subcommittee, to the need for full appropriation of the $75 million, authorized by Section 203(c) of the Federal Aid Highway Act, amended in 1976, to finance the grade-crossing hazard elimination program for the current fiscal year.

The Railway Labor Executives' Association consists of twenty-one organizations representing virtually all of the railroad employees in the United States.

Our purpose in presenting these comments to the Subcommittee is to underscore once again the absolute urgency of the current need for full funding of the Section 203(c) program. Our comments here will supplement those already submitted by the carrier representatives who have reviewed the legislative record in complete detail. We support their views.

The plain fact is that the Congress in 1976 authorized the sum of $75 million for the current fiscal year to finance the program of federal-aid assistance for grade crossing protection and grade crossing separation. And yet the appropriation on this item, based upon this authorization, has yet to be legislated by this Congress.

The Department of Transportation on the basis of an inventory of need, which on its face appears to be incomplete, requested slightly more than one half of the $75 million level established by Section 203 (c). It is our understanding that the Department settled on this halfway figure, rounded out to $40 million, as the result of an incomplete survey among the states conducted by the Federal Highway Administration. A substantial number of anomalies appear in this survey. For example, the Department limits Indiana to $50,000 for the fiscal year of 1977 in consequence of its survey, but in actual fact Indiana has committed in excess of $1,000,000 to the grade crossing protection program for the current fiscal year. Further examples may be found in the cases of New York, Mississippi, Maine, Arizona and Rhode Island, none of which the Department indicates in its survey has a need for any funds in fiscal year 1977—an unbelievable conclusion in the light of the extensive number of dangerous grade crossings which are known to exist in these areas. There are, of course, other examples of these anomalies. California has indicated a need for $11,224,000, has been assigned an apportionment of $5,682,905 and has been limited by the Department's survey to $1,000,000.

Furthermore, the Department apparently restricted its request to roughly one half of the authorized level for the reason that only one half of the fiscal year remains.

At this stage of the grade crossing safety project, one need not dwell on the overwhelming public necessity for the program. The project, which will eliminate 4,000 accidents and which will save more than 500 lives each year, cannot be measured in terms of dollars. These accidents and deaths are taking place at some 30,000 or more railway-highway crossings identified as dangerous in all 50 states. The Department of Transportation's

Eliminating hazards at grade crossings is a key to the overall safety program.

report to Congress in 1972 emphasized that more than 26,000 of these crossings required immediate improvement, including seven which warranted grade separations at an overall cost of $665 million. Today, almost five years later, the costs of protecting any one of these grade crossings with adequate signal equipment have escalated to a level of $35,000 or $40,000 and the costs of grade separations also contemplated by Section 203 (c) are 30 times higher or about $1,000,000. The authorized appropriation of $75 million thus represents substantially less than one tenth of the figure estimated by DOT in 1972, adjusted to reflect the significant inflation since that time.

Planning, in the railroad industry as of this time, provides for the improvement of 3,000 of these grade crossings each year over a ten year period, far less than the DOT's estimate of projects warranting immediate attention.

If these projects are to move forward, as all agree they must, the issue of immediate need for the full appropriation authorized by Section 203(c) is clearly and unequivocally answered. The backlog of projects is heavy. The communities are anxious for prompt action in moving the hazard elimination grade crossing project forward as rapidly as possible. The crews are available for work. The inventories of supplies, materials and equipment maintained by the carriers and suppliers are adequate.

Even though one half of the fiscal year has passed without action on the appropriation, the full $75 million authorized by Section 203(c) can be obligated before the end of the fiscal year. Assuming, however, for purposes of this presentation that the entire $75 million cannot be obligated within the months remaining in the current fiscal year—an assumption contrary to fact—any unobligated part of the appropriation will remain available for obligation over a period of three years. As the Department's representative testified earlier in the hearings before this Subcommittee, this entire program can be instituted within a few days following the availability of funds and can proceed in a manner entirely consistent with the goals of the Administration in the Economic Stimulus Package. Whatever doubt there may be about the probability of committing these funds within the remaining months of this fiscal year, there can be no doubt that over the two fiscal years, ending September 30, 1978, the full $150 million authorized by Section 203(c) for the two year period can be obligated. Authorization of the entire amount, in this sense, should result in significant progress toward the completion of the overall program within the shortest possible time frame.

The paramount consideration in maintaining and promoting this program is, of course, to promote public health and safety. This is a matter of overriding concern. Others have pointed out, moreover, that a small but nonetheless essential element of the Administration's jobs program is involved in vigorously implementing the Section 203(c) policy. These projects are labor-intensive, involving not only railroad workers, but employees in all the allied industries providing the signal system equipment and hardware, electronics, cables, cement, signal masts, lenses, reflecting materials and a wide range of all of the components involved in the installation of signal systems. Also involved are employees of the carriers, the suppliers and the materialmen supplying the equipment and the material for the construction of grade separations.

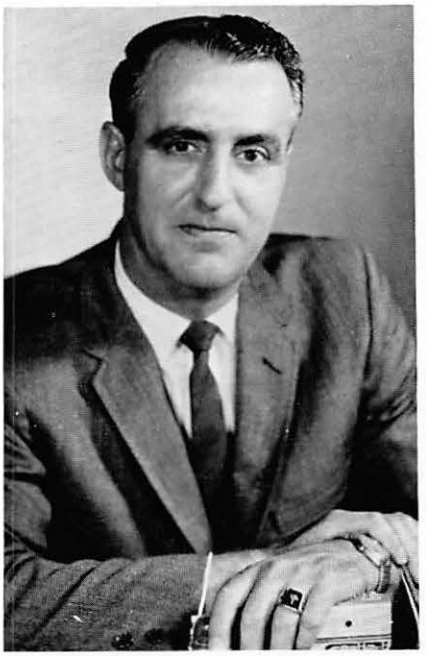
There has been a substantial expansion of the railway labor force required on projects currently underway. Full funding will stabilize the workforce assembled for these programs and will provide new employment opportunities not only in railroading but in the broad range of support industries described above. Conversely as the program falters, the layoffs begin.

The Railway Labor Organizations have always been vigorous in their support of efforts designed to promote safety in the railroad industry, affecting employees, the public and in general, the health of the railroad industry. The policy of eliminating hazards at grade crossings is a key to the overall safety program. Full funding in response to the urgent need for immediate programming should not be prejudiced by the delays thus far experienced. The projects are waiting. The entire $75 million can be obligated with the remaining months of the current fiscal year.

For all the foregoing reasons, we urge the Committee to appropriate $75 million as authorized.

Personal Aids and News

Railroad Retirement Board news from R. T. Bates, secretary-treasurer, BofRS



Career railroad employees may qualify for supplemental annuities payable by the U.S. Railroad Retirement Board in addition to their regular railroad retirement annuities. These supplemental annuities have been provided under the Railroad Retirement Act since 1966. The following questions and answers describe the more important features of the supplemental annuity program.

(1) What are the age requirements for supplemental annuities?

An employee with 30 years of service whose regular railroad retirement annuity begins after June 1974 can receive a supplemental annuity as early as age 60. Other eligible employees must be at least 65 years old to qualify.

(2) What are the other requirements for supplemental annuities?

You must have a minimum of 25 years (294 months) of creditable railroad service, and have a current connection with the railroad industry (see question 3) on your regular annuity beginning date. Also, your regular annuity must have been awarded after June 1966, and you cannot work for a railroad or railroad union after your closing date (see question 5).

(3) How does an employee meet the current connection requirement for a supplemental annuity?

In general terms, an employee has a current connection if he has at least 12 months of railroad employment during the last 2½ working years before retirement. If an employee does not qualify on this basis, an earlier 2½ year period with 12 months of railroad service may be used, but only if he did not have a regular nonrailroad job following this period.

(4) How much can a supplemental annuity be?

Supplemental annuities awarded after 1974 are equal to $23 plus $4 for each year of service over 25, up to a maximum total of $43.

Pre-1975 awards of supplemental annuities ranged from $45 to $70 but they were accompanied by a reduction in the regular annuity which is not applied to new awards. The total net amounts payable are therefore about the same as before. However, employees awarded supplemental annuities after 1974 have a tax advantage because supplemental annuities are taxable (see questions 10 and 11) while regular railroad retirement annuities are not.

(5) What are the closing dates for supplemental annuities?

An employee's closing date is the last day of the month following the month in which he attains age 65. A special closing date may be used for employees not entitled to social security benefits if they have at least 270 but less than 294 months of service on their regular closing date. Such employees must stop railroad work by the end of the month in which they complete the minimum service (294 months) necessary to receive supplemental annuities.

Employees or retirees who

(Please turn to page 26)

For United States residents only:

Allow 6 weeks for change to take effect.

Moving? Let us know!

Please send your new address to:
The Signalman's Journal, 601 W. Golf Rd., Mt. Prospect, IL 60056

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$25,000 for $18.00 a year (member only)

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Optional Accidental Death and Dismemberment Plan . . . Year-round . . . World-wide Protection . . . Group Rates . . . $25,000 to $100,000

ON OR OFF THE JOB. AT WORK OR AT PLAY.
Protects you for covered accidents at home, on and off the job, while you travel in your auto or covered air flights or other modes of transportation, and while you're skiing, swimming, mowing the lawn...or just about any other accident situation you can imagine. While this program is not meant to substitute for your life insurance or health insurance (since loss due to sickness is not covered), it is designed to be an important addition to your personal insurance program because of the substantial coverage it provides for loss of life, limbs or eyesight... AT GROUP RATES THROUGH YOUR Brotherhood of Railroad Signalmen Group Insurance Program.

ELIGIBILITY Members of the B of RS, age 74 and under are eligible for this coverage. If you choose the Family Plan, the one cost provides coverage for yourself, your Spouse, and all unmarried dependent Children (no matter how many) between the ages of 14 days and 19 years (through 22 years if a full-time student at an accredited college or university).

HOW BENEFITS ARE PAYABLE The benefit amount shown for the plan you select is payable for accidental loss of life, two limbs or the sight of both eyes (or one limb and the sight of one eye). One-half the benefits shown is payable for loss of one limb or the sight of one eye. In the event of multiple injuries to an insured person, only one amount is payable...the largest applicable.

YOUR CHOICE OF INDIVIDUAL OR FAMILY PLANS INCREASED COVERAGE FOR DEPENDENTS. Family coverage plans are designed to fit the needs of Two-Parent families, One-Parent families and the needs of couples with no children. In the Family Coverage, the benefit for your Spouse is 40% of your maximum amount. However, if on the date of the accident no dependent children are covered, the coverage for your spouse automatically increases to 50%. Likewise, if no Spouse is covered, dependent Children coverage automatically increases to 15%.

PAYS IN ADDITION TO ANY OTHER INSURANCE YOU MAY HAVE Group Accidental Death and Dismemberment Insurance benefits are payable in addition to any other insurance.

RENEWAL PROVISION...to age 75. As long as the Master Policy remains in effect, you may continue to renew your coverage to age 75. Your coverage can be cancelled or premiums changed only if the same action is taken on all certificates of this form issued to the Group Trust.

This Group Accident Insurance Plan is underwritten by Northwestern National Life Insurance Company. Home Office: Minneapolis, Minnesota

RETURN YOUR ENROLLMENT FORM TODAY!

EXCEPTIONS Benefits are not payable for loss due to sickness; suicide; loss caused by war or sustained while in an armed service; or air travel except as a passenger (not a pilot or crew member) in a properly licensed and operated civil aircraft. The aggregate limit for all covered losses sustained in any one air travel accident by all insureds and insured Spouses involved in such accidents shall not exceed $1,500,000.

Enroll now...How to Enroll Fill in and mail the attached enrollment form along with your check for the first annual premium for the coverage you select. Make your check payable and mail to:

Brotherhood of Railroad Signalmen
Group Insurance Program
Suite 3220, 180 N. La Salle St.
Chicago, IL 60601

SCHEDULE OF BENEFITS AND RATES
from $25,000 to $100,000

BENEFITS			ANNUAL PREMIUMS	
Individual (Member Only)	Spouse	Each Child	Individual Plan	Family Plan: Individual, Spouse and all eligible Child(ren)
$ 25,000	$ 10,000	$ 2,500	$ 18.00	$ 24.25
50,000	20,000	5,000	35.50	48.00
75,000	30,000	7,500	53.00	71.75
100,000	40,000	10,000	70.50	95.50

A $.50 Administrative fee has been added to the above premiums.

Brotherhood of Railroad Signalmen Group Insurance Program

ENROLLMENT FORM

Group Accidental Death and Dismemberment Insurance for Brotherhood of Railroad Signalmen members and their families.

Northwestern National Insurance Company
Home Office: Minneapolis, Minnesota

Please enroll me for the Plan checked below. I understand my coverage will become effective the first day of the month following the receipt of this form and proper premium.

Name _____

Address _____

City _____ State _____ Zip _____

Occupation _____ Birth Date _____ Age _____ M _____ F _____

Amount of Coverage $ _____

Member's Beneficiary _____ Relationship _____

Address _____

Spouse's Beneficiary _____ Relationship _____

Total Premium Enclosed $ _____

Date _____

Signature _____

The Plan I Choose:

Plan 1 $25,000
☐ Individual $18.00 per year
☐ Family Plan $24.25 per year

Plan 2 $50,000
☐ Individual $35.50 per year
☐ Family Plan $48.00 per year

Plan 3 $75,000
☐ Individual $53.00 per year
☐ Family Plan $71.75 per year

Plan 4 $100,000
☐ Individual $70.50 per year
☐ Family Plan $95.50 per year

MAKE YOUR CHECK PAYABLE TO:
Brotherhood of Railroad Signalmen Group Insurance Program (B.R.S.G.I.P.)

PA&N Cont'd.

work for a railroad or railroad union after their closing date permanently forfeit their entitlement to a supplemental annuity.

(6) Is it true that you attain your age for purposes of railroad retirement and certain other legal matters on the day before your birthday?

Yes, under railroad retirement law an employee attains a given age the day before his birthday. This is important for employees who were born on the first of any month.

For example, an employee born on January 1, 1913, attains age 65 on December 31, 1977, and therefore his closing date is January 31, 1978. If he were born on any other day in January, his closing date would be the last day of February 1978.

(7) I don't have a birth certificate or other good records of my date of birth. How can I be sure of my closing date?

Contact the nearest U.S. Railroad Retirement Board office for help in establishing proof of your age. A Board representative will review the records you have and, if necessary, advise you as to how to secure a better proof of your age.

The Board suggests that all employees establish proof of their age in the Board's records well before they plan to retire.

(8) I am approaching retirement age but I have only 15 years of service. Do I have to retire or stop railroad work by my closing date?

No. Closing dates apply only to employees who are otherwise eligible for, or receiving, supplemental annuities. Employees who continue railroad work after their closing date are still eligible to receive regular railroad retirement annuities.

(9) Will I receive one check for my regular annuity and another for my supplemental annuity?

No. Your supplemental annuity will be combined with your regular annuity and sent to you in a single check.

(10) Is a Railroad Retirement Act supplemental annuity subject to Federal income tax?

Yes. Each year, before March 1, the Board sends employees a form G-1099 which shows the amount of supplemental annuity payments made during the preceding calendar year. Retirees filing income tax returns should report the amount shown on the form G-1099 on Federal income tax returns.

(11) Is my supplemental annuity subject to State income taxes?

In the opinion of the Board's legal bureau, supplemental annuities are exempt from State income taxes.

(12) Do employees pay a railroad retirement payroll tax to support the supplemental annuity program?

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

Facts you should know about smoke detectors

By Sidney Margolius

Smoke detectors are being promoted with increasing fanfare on TV and other media as a fast-warning device to protect your family in case of fire. They have become prominent recently because they are more sensitive than heat detectors.

Smoke detectors sense particles of combustion given off by smoldering fires. In contrast, the heat detectors detect flaming fires by sensing the temperature of the surrounding atmosphere and the rate of temperature rise.

All new houses and mobile homes with FHA mortgages are now required to have smoke detectors. In fact, 11 states now require them for any newly-constructed house.

If you feel one or two detectors would be an added precaution in your own home, you don't have to spend a lot of money for them, especially to door-to-door salesmen. But with an increasing number of brands coming on the market, you should make sure that any model you buy is approved by Underwriters Laboratories. It also is useful to ask your local fire department what type it recommends.

Basically there are three points to consider in choosing a smoke detector:

(1)—Ionization vs. Photo-Electric Type: The ionization detectors use a radioactive metal to transform the air inside them into a conductor of electricity which monitors smoke particles. The photo-electric uses a photocell to activate the alarm if any smoke enters the detector.

Both types seem to have their own advantages. FHA approves either. Tests by Consumers Union and the Canadian Association of Consumers found that the photo-electric models responded faster to smoke but the ionization models, if somewhat slower in relation to smoke, were more effective in reacting to flaring fires.

A criticism of the ionization type has been made by the Nader-sponsored Health Research Group because of the radioactive metal used. Workers in factories using such detectors also may be affected, the group said. But the Nuclear Regulatory Commission, which is responsible for testing and licensing the detectors, has said that the amount of

radiation is negligible.

(2)—Battery vs. Current-Operated: The ionization models, but not the photo-electric type, are available in either battery or current-operated models.

Battery-operated models cost more, often $50-$65 compared to as little as $40-$50 for line voltage models which work off the house current. Some line-voltage units simply can be plugged in if you have a nearby convenience outlet. But if the unit must be permanently connected or an outlet provided nearby, you do have this additional expense.

The FHA standard requires the line-voltage type. But both types have advantages and disadvantages. The line-voltage type connection poses the risk that a fire could occur during a power failure, while the problem of the battery-operated type is that the homeowner could neglect replacing the battery after a year.

Detector manufacturers, who usually make both types, have tried to compensate in various ways against the chance of failure to test the battery periodically and replace it when necessary. Some models have test buttons to make sure all components are working. One even has a red flag that drops out and also gives off an audible signal if the battery is weak.

If you buy or already have a battery-operated detector, note that some models need adjustment every month to compensate for declining battery power. In all models the batteries must be replaced every year.

How Many Detectors: While the Canadian Association of Consumers found the detectors in general to be effective, they did find that smoke was dense before most units responded. So the CAC advised that it is safest to have a smoke detector on every floor. While FHA requires only one even for two-story houses (in the upper hall at the head of the stairs when any bedrooms are adjacent to the open stairway), other experts recommend one outside each sleeping area, and certainly two for two-story, split level and long ranch houses.

Signal Construction Superintendent

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Agreement Book revisions are now available

Revisions to the Master National Agreement Book are now available. They have been sent to holders of this green loose-leaf notebook. To alert you as to what the book should contain, here is a listing of the contents:

Title Page—Master National Agreement Book.
Letter from Chamberlain & Bates, Oct. 1, 1974.
Contents—1976
Section A—Summary of Wages, pages A-1-74 through A-4-74.
Section B—Summary of Fringe Benefits, pages B-1-74 through B-4-74.
Section C—Agreement of May 1936, Washington, DC, pages C-1-74 through C-10-74, pages C-11-75 through C-21-75.
Section D—National Vacation Agreements, pages D-1-74 through D-103-74.
Section E—Union Shop Agreement, pages E-1-74 through E-15-74.
Section F—National Holiday Provisions, pages F-1-76 through F-5-76.
Section G—Claim & Grievance Handling, pages G-1-74 through G-3-74.
Section H—Summary of Health and Welfare Benefits, pages H-1-74 and H-2-74.
Section I—Force Reductions, page I-1-74.
Section J—Employment Security, pages J-1-74 through J-24-74.
Section K—Travel Time and Away-from-Home Expenses, pages K-1-74 through K-42-74, and K-43-75.
Section L—Off-Track Vehicle Accidents, pages L-1-74 through L-6-74.
Section M—Jury Duty, page M-1-74.
Section Mc—1975 National Agreement, pages Mc-1-75 through Mc-25-75 and Mc-26-76 through Mc-46-76.
Section N—Overtime Rate of Pay, page N-1-74.
Section O—Camp Cars, page O-1-74.
Seciton P—Apprentice Programs, pages P-1-74 through P-4-74.
Section Q—Change of Residence, page Q-1-74.
Section R—Earnings Deduction in Discipline Cases, page R-1-74.
Section S—Supplemental Sickness Benefits, pages S-1-74 through S-30-74.
Section T—Union Dues Checkoff, pages T-1-74 and T-2-74.
Section U—Amtrak, pages U-1-74 through U-27-74.
Section V—Seniority Modification Agreement, pages V-1-76 through V-13-76.

The above material should be in your Master National Agreement Book if it is complete and up-to-date. Please check your book and if you find you do not have this material, write to M. B. Frye, vice president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056, and ask for any missing material.

Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

This information should be forwarded to C. J. Chamberlain, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.

Aurora, CO 80010
John J. Rossi, Morrisard & Rossi, 1901 Peoria St., Suite 202
Tel. (303) 366-3501

Baltimore, MD 21202
Savage, Jones, Tingle & Schwartzman, 10 Light St., 30th Floor, Maryland National Bank Bldg.
Tel. (301) 685-2713

Bergenfield, NJ 07621
Charles J. Tyne, 104 North Washington Ave.
Tel. (201) 384-9433

Birmingham, AL 35203
Rives, Peterson, Pettus, Conway, Elliot & Small, 800 First National-Southern Natural Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

Boston, MA 02108
Francis H. Farrell, Suite 701, Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

Chicago, IL 60602
Henslee, Monek and Henslee, 120 Madison Bldg., 12th Floor
Tel. (312) 782-5925

Cleveland, OH 44114
Metzenbaum, Gaines & Stern Co. L. P. A.
1700 Investment Plaza, 1801 East 9th St.
Tel. (216) 696-4666

Denver, CO 80030
Ratner, Mattox, Ratner, Ratner & Barnes, 3090 West 72nd Ave., Westminster
Tel. (303) 427-1414

Houston, TX 77002
Downman, Jones & Granger
1200 Houston First Savings Bldg., 711 Fannin
Tel. (713) 224-3366

Houston, TX 77002
George L. Schmidt, Schmidt & Matthews, Houston Bar Center Bldg., 723 Main St., Suite 810
Tel. (713) 233-4466

Indianapolis, IN 46204
Edward J. Erpelding, Indiana Bank Tower, Suite 1680
Tel. (317) 632-4437

Kansas City, KS 66101
Ratner, Mattox, Ratner, Ratner & Barnes, 804 Huron Bldg.
Tel. (913) 321-2619

Kansas City, MO 64105
Norman R. Jones, Suite 826, Commerce Tower, 911 Main St.
Tel. (816) 421-5411

Los Angeles, CA 90013
Hildebrand, McLeod & Nelson, Inc., 304 South Broadway, Suite 404
Tel. (213) 629-2214

Los Angeles, CA 90036
Bodle, Fogel, Julber, Reinhardt and Rothschild, 5900 Wilshire Blvd., Suite 2600
Tel. (213) 937-6250

Miami Beach, FL 33141
Hastings & Goldman
300 71st St., Suite 530
Tel. (305) 861-4971

Minneapolis, MN 55402
Rerat, Crill, Foley & Boursier, 656 IDS Center, 80 South Eighth St.
Tel. (612) 339-9231

New York, NY 10017
Elkind & Lampson, P.C.
122 E. 42nd St., Suite 1515
Tel. (212) 986-4921

Oakland, CA 94612
Hildebrand, McLeod, & Nelson, Inc.
1212 Broadway, Suite 830
Tel. (415) 451-6732

Pittsburgh, PA 15219
Evans, Ivory & Evans, 711 Frick Bldg.
Tel. (412) 471-3740

Portland, OR 97204
Carlton R. Reiter
Reiter, Bricker & Zakovics, P.C.
1200 Wilcox Building
Tel. (503) 226-1151

Salt Lake City, UT 84101
Wayne L. Black, Suite 400, Ten West Third South St.
Tel. (801) 328-9741

San Antonio, TX 78205
George L. Schmidt, 1500 NBC Bldg.
Tel. (512) 227-7565

Syracuse, NY 13202
J. Murray Dunn, 707 State Tower Bldg.
Tel. (315) 422-0303

Tucson, AZ 85705
John P. Somers, 220 East Speedway Blvd.,
Tel. (602) 882-0920

Vicksburg, MS 39180
Ramsey, Bodron, Thames & Robinson, Suite 7, First National Bank Bldg., P.O. Box 1359
Tel. (601) 636-5561

Wichita, KS 67201
Ratner, Mattox, Ratner, Ratner & Barnes, 444 North Market, P.O. Box 306
Tel. (316) 262-6423

Wichita, KS 67202
John C. Frank, 615 Union National Bldg.
Tel. (316) 264-0345

News About Members

Signalman, who was Air Force pilot, retires

Edward Krueger, signal maintainer at Baraboo, WI, retired July 1, 1976 after completing 42 years of service with the Chicago & North Western. Brother Krueger started railway work in 1934, but in February 1941, he enlisted in the U.S. Air Force. After being trained as a radio operator and mechanic, and later was an aerial gunner, Brother Krueger was appointed an Air Force cadet for pilot training. He received his commission in 1942, and a year later was promoted to first lieutenant. He flew missions in North Africa, Southern France, Italy, India and China. While on duty with a Special Mission Squadron, Lt. Krueger flew generals Mark Clark, George Patton and Albert Wedemeyer on various assignments.

Brother Krueger returned to C&NW's signal department in 1945. He held positions of signalman, lead signalman and signal foreman, and in later years was signal maintainer at Baraboo, WI. He was very active in Madison Lodge 39 and for several years served as financial secretary.

Members of Lodge 39 honored Brother Krueger with a retirement party at Reedsburg, WI. "We wish him many years of a happy retirement. Also, we thank Ed for the input and guidance he furnished to all of us for the betterment of Local 39 and the Brotherhood of Railroad Signalmen," notes Henry S. Gerth, general chairman.

BALTIMORE & OHIO: **D. Van Horn,** signal maintainer at New Carlisle, OH and a member of Winton Lodge No. 94, has retired.

BOSTON & MAINE: **J. W. Stygles,** signal maintainer at Woburn, MA and a member of Bay State Lodge No. 120, has retired.

BURLINGTON NORTHERN: **Linden L. Lund,** signal maintainer at St. Paul, MN and a member of Great Northern Lodge No. 154, has retired.

CHESAPEAKE & OHIO: **O. C. Lippy,** signal maintainer at Maidens, VA and a member of Richmond Lodge No. 148, has retired. **E. L. Chattin,** signal maintainer at Talcott, WV and a member of Clifton Forge Lodge No. 89, has retired. **R. G. Thompson,** signal maintainer at Ironton, OH and a member of Russell Lodge No. 139, has retired.

CHESSIE SYSTEM: **A. J. Owens,** assistant signal maintainer at Cumberland, MD and a member of Monumental City Lodge No. 31, retired June 1, 1976. **G. J. Schlotterback,** signal maintainer at Avilla, IN and a member of Winton Lodge No. 94, retired July 1, 1976. **S. D. Crum,** signal maintainer at Upper Sandusky, OH and a member of Tri-State Lodge No. 136, retired July 1, 1976. **R. G. Thompson,** signal maintainer at Ironton, OH and a member of Russell Lodge No. 139, retired August 1, 1976.

CHICAGO & NORTH WESTERN: **Arthur C. Lieum,** signal maintainer of Eau Claire, WI and a member of Omaha Lodge 168, has retired. **Frank Curylo,**

Off-the-shelf...from

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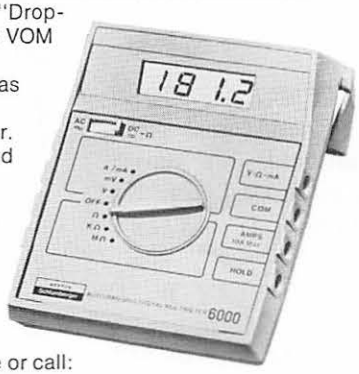
The source for high quality Weston meters. We can supply from stock such items as the exciting, new Model 6000 Autoranging Digital Multimeter (shown). This handsome, rugged, compact meter operates on two 9 volt transistor batteries for over 200 hours. We also have others like the "Drop-Proofed" Model 660 VOM Series designed for railroad use as well as the Model 749 AC Clamp Volt-Ammeter.

So, when you need a good meter in a hurry, get the best ...a Weston...from McNamara Supply Company.



For full details, write or call:

McNAMARA SUPPLY COMPANY
332 South Michigan Avenue, Chicago, Ill. 60604
Phone: (312) 922-5032

signalman of Chicago, IL and a member of Lodge 130, has retired. **Miros F. Lorger,** signal maintainer at Sheboygan, WI and a member of J. C. Gerke Lodge No. 9, has retired.

DELAWARE & HUDSON: **Edward G. Miller,** leading signal mechanic at Plattsburg, NY and a member of Lodge No. 147, retired September 1, 1976.

ERIE LACKAWANNA: **Clarence B. Snell,** signal maintainer at Patterson, NJ and a member of Two Rivers Lodge 88, has retired. Other members of Lodge 88 who have retired include: **Paul Paluch,** signal maintainer of Carlton Hill, NJ; **Charles L. Moen,** signal maintainer of Little Falls, NJ; and **Robert C. Storms** of Ho-Ho-Kus, NJ. **Eugene C. Ritenour,** signal maintainer at Saegertown, PA and a member of Mahoning Lodge No. 117, has retired. **Vincent P. Gladis,** signal maintainer at Meadville, PA and a member of Jesse Clark Lodge 181, has retired. **V. L. Schuppenhauer,** signal maintainer at Attica, NY and **Ralph H. Barnard,** signal maintainer at Shavertown, PA, have retired. Brothers Schuppenhauer and Barnard are members of Deposit Lodge No. 145.

FRISCO: **T. W. Bell,** signal maintainer at Marshfield, MO, and a member of Frisco Lodge 129 has retired.

ILLINOIS CENTRAL GULF: **Stanford A. Mason,** signal maintainer at Mayfield, KY and a member of Kentucky Lodge No. 46, retired October 1976.

MILWAUKEE ROAD: **W. C. Hayward,** signal maintainer at Perry, IA and a member of Milwaukee Lodge No. 219, has retired. **B. R. Lundberg,** signal foreman at Red Wing, MN and a member of Minneapolis Lodge No. 220, has retired. **Kenneth W. Bornitzke,** signal maintainer at Watertown, WI and a member of Milwaukee Lodge No. 61, has retired. **George C. Aird,** signal maintainer at McGregor, IA and a member of Lodge No. 219, has retired.

LEHIGH VALLEY: **Donald E. Allardyce,** signal maintainer of Pittston, PA and a member of Wyoming Lodge 59, has retired.

LONG ISLAND: **John T. Lavan,** signalman at Jackson Heights, NY and a member of Aeriel Lodge 56, has retired.

LOUISVILLE & NASHVILLE: **T. J. Armstrong,** signal maintainer at Hayden, AL and a member of Birmingham Lodge No. 178, has retired.

MISSOURI PACIFIC: **Charles B. Fleming,** signal maintainer at Memphis, TN, has retired. **T. A. Dinwiddie,** signal maintainer at

Delegates to the BofRS Quebec convention representing the Southern Pacific and Western Pacific are shown here. Standing (left to right) are: L. H. Carmichael (local 179); J. L. Wiltse, SP (92); J. Hicks, SP (104); V. VanArtsdalen, SP (104); E. H. Phillips, SP (104) and H. F. Bledsoe, SP (104). Seated left to right are: O. Lewis, WP (179); A. M. Dickey, SP; (92); L. J. Mortenson, SP (126); W. E. Crawford, general chairman, SP; and G. Bozaan, PE (100).

Some of the Long Island's delegates at the Quebec convention are shown looking over the shoulder of J. Sottile, general chairman (seated). Standing, left to right, are: J. A. Ryan, E. H. Fiorenza, J. Melfi and J. W. Hogan.

Boonville, MO, has retired. Brothers Fleming and Dinwiddie are members of Missouri Lodge No. 72.

NORFOLK & WESTERN: **Hedric S. LaPrad,** leading signalman at Lynchburg, VA and a member of Goodwin Lodge No. 77, retired June 16, 1976. **Paul E. Lennon,** signal maintainer at Butler, IN, retired May 8, 1976. **W. B. Ritchie,** signalman at Decatur, IL, retired June 12, 1976. Brothers Lennon and Ritchie are members of Wabash Lodge No. 55.

PENN CENTRAL: **W. P. Dynan,** signal maintainer at Philadelphia, PA and a member of Philadelphia Lodge No. 18, has retired. **Howard R. Porter,** signal foreman at Greensburg, IN and a member of Inspectors & Foremen Lodge No. 212, has retired. **Gerald E. McKinstry,** signal maintainer at Brilliant, OH, and a member of Pitt Lodge No. 112, has retired. **M. T. Decker,** signal maintainer at Parma, OH and a member of Akron Lodge No. 109, has retired.

ROCK ISLAND: **T. A. Kaar,** signal maintainer at Burlington, CO and a member of Pioneer Lodge No. 23 has retired after 31 years of service.

SANTA FE: **E. L. Wester,** signal maintainer at Williams, AZ and **A. A. Thiele,** signal inspector at Winslow, AZ, have retired. Both men are members of Navajo Lodge 172. **P. E. Priddy,** signal maintainer of Stafford, KS and a member of Midwest Lodge 33, has retired. **D. F. Holder,** signalman at Clovis, NM, and a member of Rocky Mountain Lodge 161 has retired. **W. J. Tyson,** signal maintainer at Alvin, TX and a member of Santa Fe Lodge 121 has retired.

ST. LOUIS-SOUTHWESTERN: **J. A. Deem,** signal maintainer at Dexter, MO and a member of Cotton Belt Lodge No. 157, has retired.

SEABOARD COAST LINE: The following members of Lodge No. 16 have retired: **M. M. Lewis,** assistant signal maintainer at Ft. Lauderdale, FL; **Leo Savage,** signalman at Savannah, GA and **Walter L. Reynolds,** assistant signal maintainer at Hardeeville, SC.

SOO LINE: **Lawrence A. Strobel,** signal maintainer at Shiller Park, IL and a member of Soo Line Lodge No. 6, has retired.

SOUTHERN: **J. L. Holsenback, Jr.,** signal maintainer at Blythewood, SC and **E. G. Wilson,** signal maintainer at Norcross, GA, members of Walters Lodge No. 110, have retired.

SOUTHERN PACIFIC: **F. F. Abbatiello,** signalman, and **J. P. Dalzell,** signal maintainer, Los Angeles Division, and members of Los Angeles Lodge No. 104, have retired. **H. Dennis,** signalman for Pacific Electric, Lodge No. 100, has retired. **V. E. Whitehead,** signal maintainer on the Los Angeles Division and a member of P. J. Lukes Lodge No. 153, has retired. **G. W. Smith,** signalman and a member of Lodge No. 170 of the Sacramento Division, has retired. **R. N. Cook,** signal maintainer on the Tucson Division and a member of Tucson Lodge No. 126, has retired. **J. A. Deem,** signal maintainer for the St. Louis Southwestern and a member of Cotton Belt No. 157, has retired.

LOUISVILLE & NASHVILLE: **Charles K. Keller,** signal maintainer at Guthrie, KY and a member of Nashville Lodge No. 71, has retired. **Harold R. Williams,** signal maintainer at Calhoun, GA and a member of Risedon Lodge No. 208, has retired.

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Obituaries

George L. Kurtz, Jr., retired signalman for the Reading at Reading, PA, and a member of Lodge No. 26, has died. Brother Kurtz retired in 1968.

H. A. Spicer, retired traveling mechanic for the Chesapeake & Ohio at Richmond, VA, has died. Brother Spicer completed 47 years service when he retired in 1965. He was a member of Richmond Lodge No. 148.

Lonnie E. Paxton, retired signal maintainer, Chesapeake & Ohio at Covington, KY died January 11, 1977. Brother Paxton was a member of Gateway Lodge No. 135 and lived in Morning View, KY. He retired in 1973 after completing 45 years service with the railroad. He was very active in Brotherhood affairs. He had served as recording and financial secretary for several years and also as chief signalman. Brother Paxton was past master of Crittenden Lodge No. 694 F&AM and a charter member of Florence Lodge No. 949 F&AM and Scottish Rite Indra Consistery of Covington, KY. He is survived by his wife, Burdett, and son, Lonnie, Jr., and five brothers and two sisters.

Fleet F. Crane, Jr., age 60, signal maintainer for the Missouri Pacific at Dermott, AR died January 21, 1977. Brother Crane had completed over 30 years of service for the railroad and had been very active in Brotherhood affairs. For the past 25 years he had served as local chairman of Missouri Lodge No. 72 on the Louisiana Division.

Grant T. Harvey, retired signal maintainer, Delaware & Hudson at Carbondale, PA died January 9, 1977. Brother Harvey retired in 1968. He was a member of Lodge No. 190.

James V. Farley, retired signal maintainer for the Delaware & Hudson at Cohoes, NY died January 4, 1977. Brother Farley had completed 22 years service when he retired in 1968. He had been active in Brotherhood affairs and had at one time served as chief signalman of Lodge No. 147.

Norman W. Woolf, retired signal maintainer for the Baltimore & Ohio at Osgood, IN and a member of Winton Lodge No. 94 died April 7, 1976.

Vernon D. Acker, retired signal maintainer at Carbondale, PA for the Delaware & Hudson died November 2, 1976. Brother Acker had served 49 years with the railroad when he retired in 1961. He was a member of Lodge No. 190.

Robert A. Stanley, signalman for the Baltimore & Ohio at Perrysburg, OH died in January, 1977. Brother Stanley was a member of Winton Lodge No. 94.

Alva W. Davis, retired signal maintainer for the Chicago & Northwestern at Missouri Valley, IA died September 11, 1976 at Denison, IA. Brother Davis retired in 1970 after 28 years service in the Signal Department. He was a member of Lodge No. 43. The officers and members of Lodge No. 43 offer their sincere sympathies to Brother Davis' family.

Frederick A. Froelich, retired telephone and signal inspector for the former Pennsylvania at Pittsburgh, PA died November 18, 1976. Brother Froelich had completed 50 years of service when he retired in 1956. He was a member of Greensburg Lodge No. 62.

F. H. Fulton, retired signalman for the former Pennsylvania at Cresson, PA died November 27, 1976. Brother Fulton had completed over 37 years service when he retired in 1962. He was a member of Greensburg Lodge No. 62.

John W. Letch, retired signal maintainer for the Illinois Central Gulf at Rockford, IL died January 3, 1977. Brother Letch had completed 34 years service when he retired in 1974. He was a member of East Dubuque Lodge No. 29.

Raymond Shepherd, retired signal maintainer for the Norfolk & Western at Creston, OH died November 6, 1976. Brother Shepherd had completed 23 years service when he retired in 1974. He was a member of Wheeling Lodge No. 197.

Sidney White, 79, of Houston, TX retired signal maintainer from the Missouri Pacific, died in September 1976. Brother White had over 50 years service when he retired. He was a member of Robertson Lodge No. 206. He is survived by his widow, Mrs. Martha Parker White of Houston, a daughter and a brother.

William J. Dunn, retired testman and relay inspector for the former Pennsylvania at Pittsburgh, PA died September 26, 1976. Brother Dunn had completed 40 years service when he retired in 1945. He was a member of Greensburg Local Lodge No. 62.

J. H. Dickson, retired signal maintainer for the former Gulf, Mobile & Ohio at Independence, MO died last year. Brother Dickson had completed 35 years service when he retired in 1947. He was a member of Alton Lodge No. 85.

Francis X. Jewell, retired signal foreman, for the Lehigh Val-

(Please turn to page 36)

NEWS from CANADA

Does Bill C-33 have a no-strike clause?

In a sense Section 2(k) of Bill C-33 could abolish the right to strike by railway employees. The following material prepared by E. G. Abbott, executive secretary, Canadian Railway Labour Association, discusses this bill. A French translation follows the English language report.

On Jan. 27, Transport Minister Otto Lang tabled in the House in Ottawa, Bill C-33, An Act to amend the "National Transportation Act" and the "Department of Transport Act" for the purpose of defining the objectives of Canada's transportation policy and authorizing a redistribution of the powers and duties relating to transport between the Ministry of Transport and the Canadian Transport Commission.

In June 1975, the Minister of Transport outlined to the public a new framework for transportation policy. The framework included proposals for a new set of transportation policy objectives and principles. The new policy objectives spawned, as is always the case, a new set of "bureaucratic buzz words" i.e. commercial viability, user pay, developed services, mature services, less developed services, the concept of an integrated, accessible, equitable and efficient total system, etc., etc.

Soon thereafter, as is always the case, a multitude of studies conceived by Ottawa's mandarins began to see the light of day. A few examples were: Intermodal freight studies; Pacific Rim Access project; East Central Access study; etc., etc. However, the purpose here is not to deal with overall transportation policy. This was covered in the Canadian Railway Labour Association's annual brief to the Government in March 1976 and will again be reviewed, in the Association's brief to be presented to the Federal Government on March 7, 1977.

There is in Bill C-33 a very short inconspicuous paragraph that has received no publicity nor has it been alluded to by the Minister or Transport Canada Ofiicals, but it appears in Bill C-33, as Section 2(k) and it reads as follows:

"Special measures, in so far as they are necessary, should be adopted to avoid undue disruption of transportation services essential to the national interest."

What this section could do in a practical sense, is abolish the right to strike for all employees in transportation covered by the National Transportation Act and the Railway Act. If this section of the proposed Bill C-33 becomes law, then the Minister of Transport will have the power to prevent railway workers from exercising their right to strike pursuant to the provisions of the Canadian Labour Code, by the issuance of an order. The section admittedly is ambiguous. It could be for another purpose than to abolish through the back door, the right to strike for Canada's railway workers. Therefore, to establish clearly the purpose of this section of the proposed legislation the following letter has been sent to Lang:

Honourable Otto Lang
Minister of Transport
Ottawa

Dear Mr. Minister:

The Canadian Railway Labour Association is concerned with the possible intent of Section 2(k) of your Bill C-33, which reads as follows:

'Special measures, in so far as they are necessary, should be adopted to avoid undue disruption of transportation services essential to the national interest.'

Our association requests, Mr. Minister, that you immediately clarify the aforementioned section by answering the following questions:

(1) Will Section 2(k) give the Minister of Transport the power to prevent railway workers from exercising their right to strike pursuant to the Canada Labour Code.

(2) Will Section 2(k) give the Minister of Transport the power to order railway workers legally on strike to resume work in the national interest.

(3) If Section 2(k) is not specifically for the purpose of giving the Minister of Transport powers to override the Canada

Labour Code as it applies to workers covered by the National Transportation Act and the Railway Act, what is the legislative purpose of this Section 2(k) of the proposed legislation?

An early and forthright response would be appreciated.

Yours truly,
Sgd. E. G. Abbot
Executive Secretary
Canadian Railway
Labour Association.

The Minister of Transport's reply to the above letter will be published in a future edition of the Canadian Railwayman. The Canadian Railway Labour Association will make every effort to have this section of the proposed Bill C-33 deleted before it becomes a part of the legislation.

Le 27 janvier, le ministre des Transports Otto Lang a déposé à la Chambre des communes le Bill C-33, Loi modifiant la Loi nationale sur les transports et la Loi sur le ministère des Transports, aux fins d'établir les objectifs de la politique de transport au Canada et d'autoriser la répartition des pouvoirs et des fonctions rattachés au transport entre le ministère des Transports et la Comission canadienne des transports.

Au mois de juin 1975, le ministre des Transports a rendu publique une nouvelle structure pour la politique de transport. Cette structure comprend des propositions pour un un nouvel ensemble de principes et d'objectifs touchant la politique de transport. Comme c'est toujours le cas, les nouveaux objectifs de politique ont engendré à leur tour un nouveau répertoire "d'expressions bureacratiques" comme, par exemple, rentabilité commerciale, coût payé par l'usager, service développés, services mûris, services moins développés, le concept d'un système global intégré, accessible, équitable et efficace, et j'en passe. . . .

Peu de temps après, comme c'est toujours le cas, une multitude d'études préparées par des mandarins se sont mises à faire surface. Comme exemple, citons les études intermodales sur le traif-marchandises, le projet d'accès à la côte du Pacifique, le projet d'accès est-central, et ainsi de suite. Nous ne nous proposons pas de traiter de la politique générale de transport. Ce sujet a été traité à fond dans le mémoire annuel que l'Association des syndicats de cheminots a présenté au Gouvernement au mois de mars 1976 et il le sera encore dans le mémoire que l'Association présentera au gouvernement fédéral le 7 mars 1977.

Il y a dans le Bill C-33 un court alinéa qui n'a reçu aucune publicité et auquel le ministre des Transports ou ses fonctionnaires n'ont jamais fait allusion, mais il est bien inscrit dans le Bill C-33, Section 2(k) et il se lit comme suit:

"Des mesures spéciales, si elles sont jugées nécessaires, pourront être adoptées pour éviter tout arrêt des services de transport essentiels à l'intérêt national."

Mise en pratique, cette section pourrait avoir comme effet d'abolir le droit de grève de tous les employés des transports compris dans la Loi nationale sur les transports et la Loi des chemins de fer. Si cette section du projet de loi C-33 prend force de loi, le ministre des Transports alors le pouvoir d'empêcher les employés des chemins de fer d'exercer leur droit de grève prévu dans le Code du Travail du Canada, par la simple publication d'une ordonnance. La section est vraiment ambiguë. Elle pourrait avoir un autre but que d'abolir sournoisement le droit de grève des employés de chemins de fer du Canada. C'est pourquoi, aux fins d'établir de façon précise la véritable portée de cette section, la lettre qui suit a été envoyée au ministre des Transports Otto Lang:

L'Honorable Otto Lang
Ministre des Transports
Ottawa

Monsieur le ministre,

L'Association des syndicats de cheminots du Canada s'inquiète de l'intention possible de la Section 2(k) du Bill C-33 qui se lit comme suit:

"Des mesures spéciales, si elles sont jugées nécessaires, pourront être adoptées pour éviter tout arrêt des services de transport essentiels à l'intérêt national."

Notre Association demande donc, Monsieur le Ministre, que vous apportiez immédiatement des précisions quant à l'intention de ladite section en répondant aux questions qui suivent:

(1) La section 2(k) donnera-t-

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elle au ministre des Transports le pouvoir d'empêcher les employés de chemins de fer d'exercer le droit de vote que leur accorde le Code du travail du Canada?

(2) La section 2(k) donnera-t-elle au ministre des Transports le pouvoir de forcer les employés de chemins de fer en grève légalement de retourner au travail dans l'intérêt national?

(3) Si la section 2(k) n'a pas comme objet spécifique de donner au ministre des Transports le pouvoir de supplanter le Code du travail du Canada en ce qui a trait aux employes couverts par la Loi nationale sur les transports et la Loi sur les chemins de fer, quelle est la portée législative de la section 2(k) du projet de Bill C-33?

Une réponse dans les plus brefs délais sera appréciée.

E. G. Abbot
Secrétaire exécutif
Association des syndicats
de cheminots du Canada

La réponse du ministre des Transports sera publiée dans un prochain numéro du Cheminot canadien. L'Association des syndicats de cheminots du Canada fera tous les efforts possibles pour faire retirer cette section du Bill C-33 avant qu'il ne devienne loi.

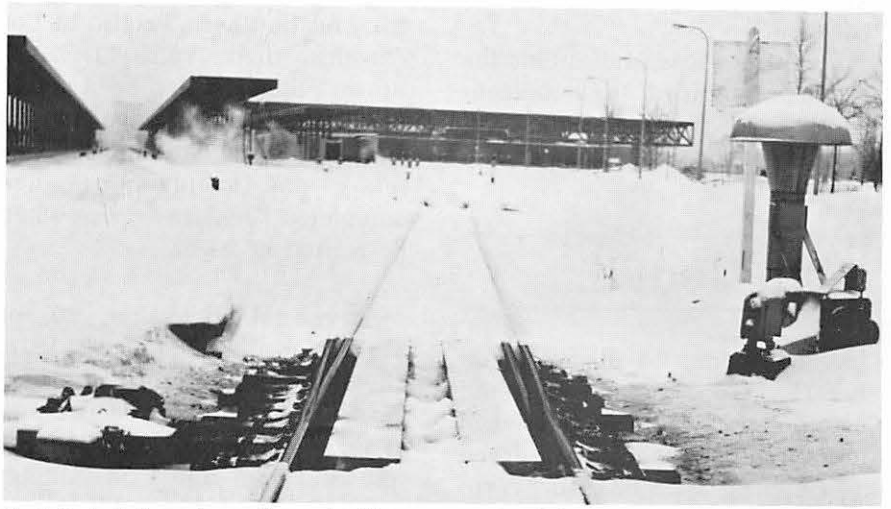
CP RAIL: **Sterling Liscumb,** signal maintainer at Sturgeon Falls, Ontario and a member of Algoma Lodge No. 189, has retired.

Local 165 honors Brother Cruikshank on retirement

On November 12, 1976, a retirement party was held for Brother R. K. "Buck" Cruikshank. He retired after 35 years' service as a signal maintainer in at Stratford, Ont. for the Canadian National. Sixty persons attended the party which included members, retired members and CN supervisors.

R.K. "Buck" Cruikshank (seated left) was guest of honor at a retirement party of Lodge 165. Next to Brother Cruikshank is retired grand lodge representative A. N. "Norm" Cotton. Standing (left to right) are: J. Kutz, recording and financial secretary; W. Schaefer, local chairman; G. E. Casey, general supervisor of signals, CN; G. Allan, supervisor of signals, CN; and D. Majury, local chairman.

"After the customary speeches and gift presentations, everyone enjoyed themselves. We wish Buck the best of luck, health and happiness in his retired years," reports John Kutz, recording and financial secretary, Burman Lodge 165.



Test installation shows how air blown over switch keeps points free of falling and drifting snow. Test is on Canadian National.

CN fights snow with blower at switches

Canadian Nation's experimental use of a new switch protector for winter conditions is basically a snow blower. The railway's engineering and research people, in cooperation with Canada's National Research Council, are developing an air curtain that blows falling snow away from railway switches.

The protective curtain is formed just above the rail by a 100 mph air jet from nozzles along a pair of ducts between the rails. The unit consists of a mushroom-shaped inlet, electric fan and ducts for distributing the compressed air.

Charles Dalton of CN's Research Centre and Vern Johnson of Engineering say the air curtain's performance has been "very satisfactory to date." Although the system has worked during snowfalls of more than a foot and snow blowing up to 50 mph they indicate the railway is still monitoring it for "fine tuning and adjustments."

Compared to the oil fired and propane melters currently used to keep switches clear, the air curtain represents a savings in installation costs, energy consumption and maintenance. It also eliminates potentially dangerous fires associated with thermal melters.

CN has officially approved the air curtain for its yards and terminals and is now testing it along the main line.

Despite the railway's success with some 40 air curtains across its system, researchers are still trying to make wider application more practical. For instance, they are now testing a more powerful fan/motor combination capable of serving three switches instead of one. And in remote aeras, where electricity is not available, diesel power is being tried.

Onex Industries Ltd. holds the North American development and patent rights for the horizontal air curtain device.

Obit. Cont'd.

ley at Pittston, PA died September 18, 1976. Brother Jewell had completed 32 years service when he retired in 1974. He had served as financial secretary for Wyoming Lodge No. 59.

Merlin F. Grage, retired leading signal maintainer for the Chicago & North Western at Evanston, IL died last year. Brother Grage was a member of Lodge No. 130 and had served as a trustee. He had completed 36 years service when he retired in 1962.

Joseph P. Casserly, retired signalman of the Chicago & North Western at Boone, IA died Oct. 20, 1976. He had completed 29 years service when he retired in 1970. He had served as chief signalman of Lodge No. 43. He was a member of the Sacred Heart Church and the Leo Council of Knights of Columbus, No. 814, 4th degree. Survivors include his wife, Alice; five daughters, a sister, 16 grandchildren and one great-grandchild.

I. W. Grubb, retired leading maintainer for the former Pennsylvania at Hagerstown, MD died in January 1977. Brother Grubb had completed 41 years service when he retired in 1960. He is survived by two daughters, a son Iliff W. Grubb, Jr. of Hagerstown; a step-daughter, and four sisters and 10 grandchildren. He served as a committeeman and was a member of Capital City Lodge 50.

Ralph Shadron, retired relay repairman for the Pacific Electric and Southern Pacific at Los Angeles, died April 11, 1976. Brother Shadron had been active in Pacific Electric Lodge No. 100 and had served as recording secretary and chaplain. He had completed 23 years service when he retired in 1970.

Steven M. Brubaker, 20, of Terral, OK died October 2, 1976. He was a signalman for the Chicago, Rock Island & Pacific and at the time of his death he was relieving the signal maintainer position at Brinkley, AR. He is survived by his mother, Mrs. Clovon Brubaker and a brother, Joseph. The officers and members of Martin Lodge No. 17 extend their deepest sympathy to the family of Brother Brubaker.

W. C. Hayward, retired signal maintainer for the Milwaukee Road at Perry, IA died February 12, 1977. Brother Hayward had been a member of Lodge No. 219. He had retired in September 1976.

Glen P. Butterman, retired signal and communications maintainer for the Norfolk & Western at Bucyrus, OH died late last year. Brother Butterman had completed 45 years service when he retired in 1966. He had spent most of his career with the Pennsylvania Railroad. He had been a member of former Pennsylvania Local No. 149 and at his retirement was a member of Goodwin Lodge No. 77. At one time he had served as local chairman of his lodge.

Floyd A. Pekarski, retired signal maintainer for the Penn Central at Three Rivers, MI died February 23, 1977. Brother Pekarski had completed 25 years service when he retired in 1974. He was a member of Jackson City Lodge 28 and had served as recording and financial secretary.

Carl J. Schroeder, 26, assistant signalman in a signal gang on the Detroit, Toledo & Ironton, died September 4, 1976. He was a member of Lodge No. 214 and had lived at Owosso, MI.

Marvin T. Harvill, lead signal maintainer for the Louisville & Nashville at Nashville, TN died October 8, 1976. Brother Harvill was a member of Nashville Lodge No. 67.

Michael R. Olofsson, 20, assistant signalman for the Union Pacific at Omaha, NE, died February 16, 1977. Brother Olofsson is survived by his mother; stepfather, Dick Wickmann; one sister, 2 stepsisters and one stepbrother. His stepfather, Dick Wickmann, is well known as a dance orchestra leader in the Mid-West. A specialty of the Wickmann orchestra is the playing of polkas.

Roy S. Lewis, retired signal maintainer for the Southern Pacific at Gaviota, CA died last fall. Brother Lewis was a member of P. J. Lukes Lodge No. 153 and had completed 38 years service when he retired in 1960.

Cloth emblem is available with BofRS in white letters on red border, two locomotives and green over red searchlight signal.

Coasters (3" dia.) come in black and gold, or in white, red and green with BofRS emblem.

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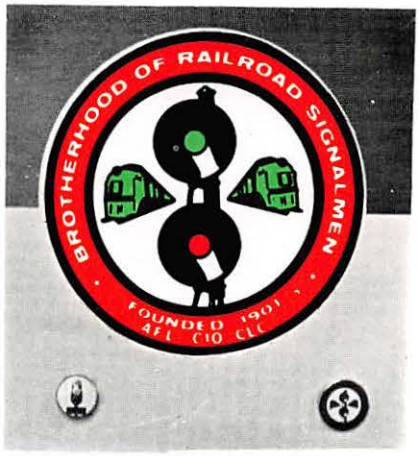

Signalmen's decal (top) has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4" or 3" in dia. It has a red border with white letters. The signal displays green over red. Below left is a metal **colorlight signal lapel pin** ½" in diameter with signal showing green over yellow over red on white enamel background. Signal and pin otulined in gold. Below right is ⅝" **BofRS lapel pin** identical to decal except letters and outline are in gold.

Use this handy order form:

A history of the Brotherhood of Railroad Signalmen has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

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Signalman's Worksheet

Coded track circuits

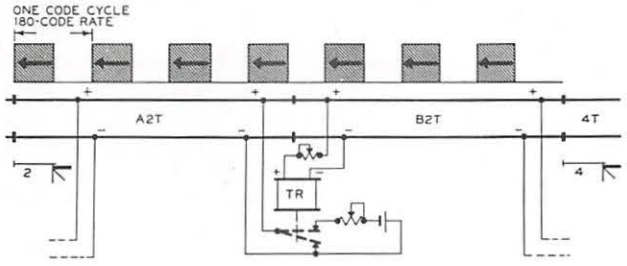


Fig. 415: Simplified typical cut-section circuit for direct code only.

For Direct Code Only

Figure 415 shows a cut section for use in installations with direct code only. The polarities of circuits A2T and B2T are as shown to insure that restrictive signals will be displayed if both insulated joints at the cut section should become defective. In such a case, the track battery at the cut will retain TR in the energized position, no code will be transmitted at A2T, and signal 2 will display its most restrictive aspect.

For Both Direct and Inverse Codes

Figure 416 shows the fundamentals of a cut section for an installation using both direct and inverse codes. Operation is as follows: when a direct-code current impulse is applied to the rails of track section B2T at signal 4, code-responsive track relay TR is picked up through back contacts of TPA. With TR up, a direct-code current impulse is relayed to A2T through front contacts 2 of TR and through the coil of AR. AR is a polar-stick relay. It is magnetically held in its last-operated position. With positive current entering its negative terminal, it is driven down and closes its back contacts, applying current to the master decoding transformer, which, in turn, energizes APR in the manner described in the section concerning the master transformer.

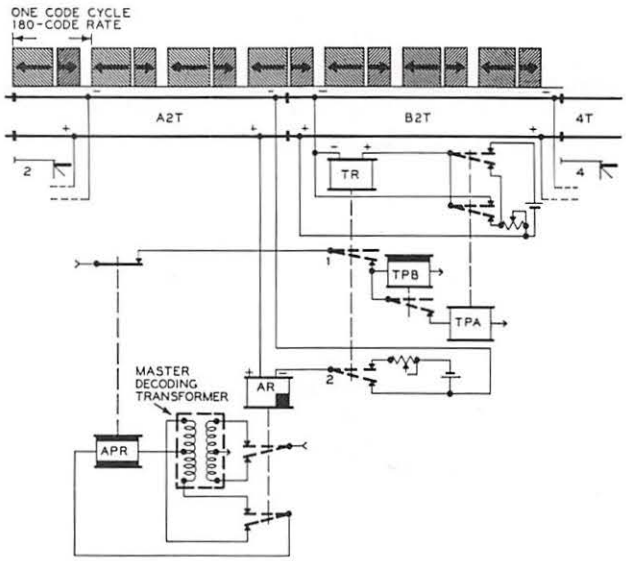
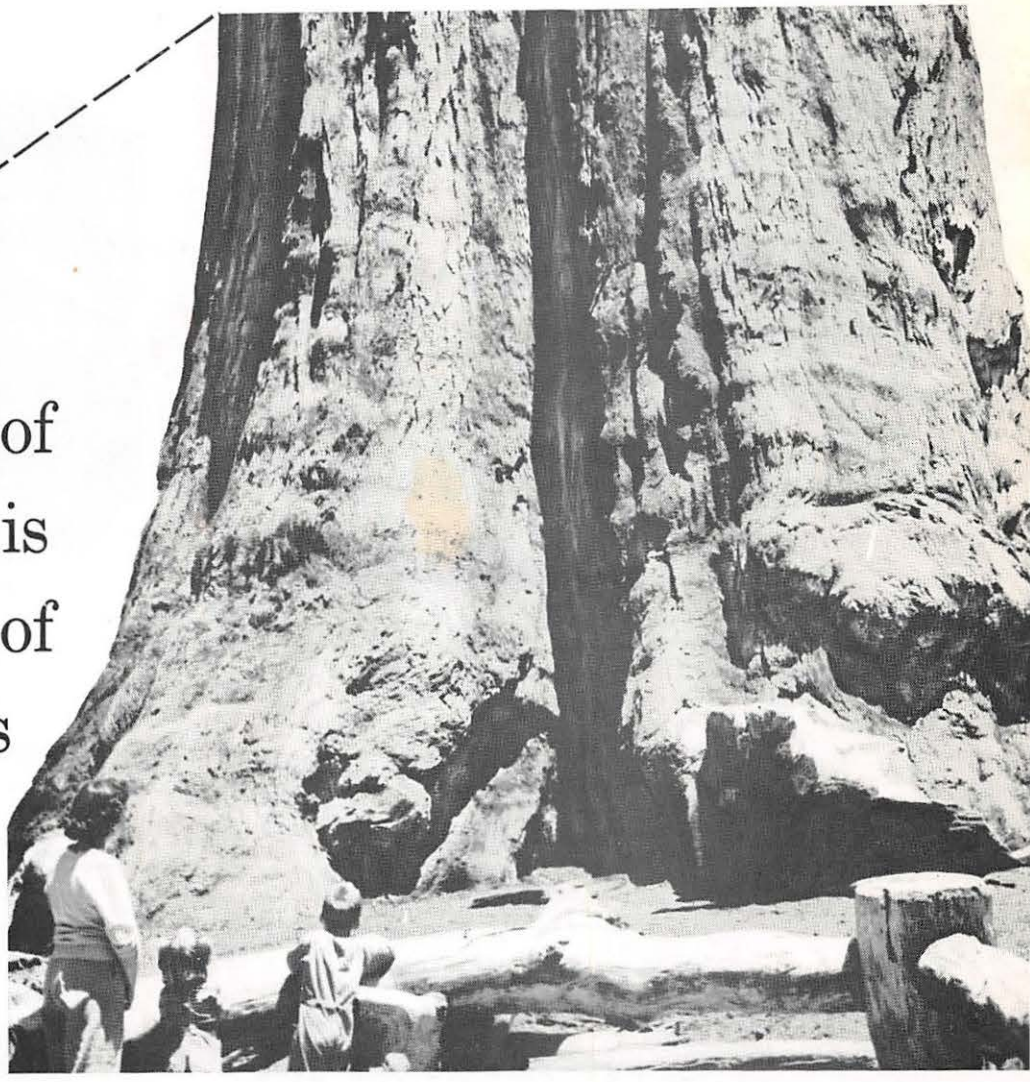


Fig. 416: Simplified typical cut-section circuit for both direct and inverse codes.

When the direct-code impulse ceases and B2T is deenergized, TR drops and TPA is then energized through the front contact of APR, TR back contact 1, and the back contact of TPB. (TPB picks up less quickly than TPA.) With TPA up, an inverse-code current impulse is applied to B2T through the front contacts of TPA. The inverse-code current impulse is terminated when TPB picks up and drops TPA.

Although the inverse-code impulses transmitted to B2T are originated at the cut section, they can be transmitted only when AR is being alternately picked up by an inverse-code impulse from A2T and driven down by the relayed direct-code impulses from B2T, since APR will hold its front contact closed only when AR is coding. Thus, whenever the inverse-code current impulses cease to flow in A2T, none will be transmitted to B2T.

Information and drawings furnished by General Railway Signal Co.



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